

AUGUST 15, 1952

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

1/6

EVERY FRIDAY

Vol. 5 No. 7



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GERARD CROMBAC • WILSON McCOMP • H. A. O'BRIEN • FRANCIS PENN

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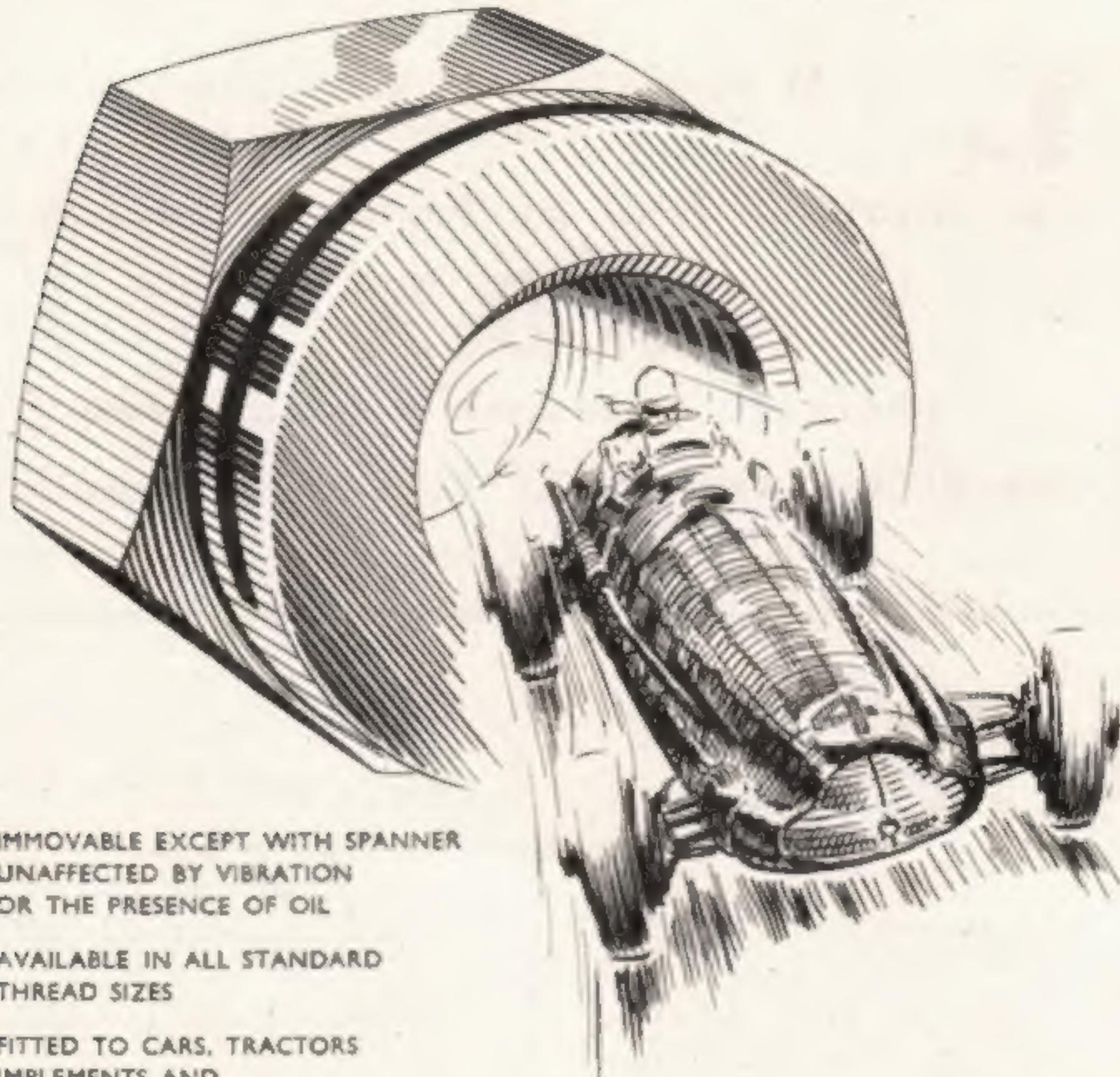
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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 7

August 15, 1952

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## NOTICES

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## EDITORIAL

THE achievement of Leslie Johnson and his team of drivers comprising Stirling Moss, Bert Hadley and Jack Fairman is one that deserves the maximum of praise. With a perfectly standard all-British XK 120 Jaguar coupé, the quartet not only averaged over 100 m.p.h. for seven days and seven nights, but captured four world's records into the bargain. To the average car-owner, the magic figures are naturally 10,000 miles at over 100 m.p.h. Just think of that! A normal production motor-car, the same as anyone can buy, covers what in many cases is more than the annual mileage recorded by private owners, at the incredible average speed of over 100 m.p.h. This is indeed proof positive that this country can build high-performance cars, and, what is more to the point, sell them at a price with which no other nation can compete. For many years, Jaguars have caused other manufacturers to wonder how on earth they managed to produce cars at the price asked for them. Mercedes-Benz may construct and race their new 300SL sports-cars, but could they sell them at a basic cost in sterling of £1,400? It is extremely doubtful.

These remarkable results obtained by a privately-owned car must dispel for ever the belief that specially-constructed and very expensive machines are the only cars suitable for breaking world's records.

AUTOSPORT offers its congratulations to Leslie Johnson, Stirling Moss, Jack Fairman, Bert Hadley, their superb "back-room" team and, above all, that wonderful motor-car which has done so much to bring British automobile engineering so much prestige in the past few years.

It is to be hoped that Her Majesty's Government realizes the untold value of the "invisible exports" as represented by that unpretentious trip to the French autodrome at Montlhéry.

As that talented writer on motoring matters, John Bolster, suggests, it is now time to say farewell to the B.R.M. The harm that has been done to British prestige by this unhappy venture is incalculable, and never must such a thing be allowed to happen again. The ideal of a British national racing-car was excellent, but the realization proved to be far beyond the capabilities of the sponsors. It is sad to reflect that in the future the initials B.R.M. will only be associated with failure. What, at one time, promised to be the finest of all examples of a high-efficiency racing machine will go down in history as a piece of complicated folly, with only one redeeming feature, namely, the fact that it was a good idea!

## OUR COVER PICTURE

**PRESTIGE-GAINER:** The record-breaking Jaguar XK 120 coupé at Montlhéry. Apart from a few marker-lamps, light from the British Lucas equipment supplied the entire illumination for the night runs.

# SPORTS-NEWS

## THE FINAL G.P. DE FRANCE

THE eighth, and last, of the 1952 series of G.P.s de France for Formula 2 cars takes place on Sunday, 24th August, at La Baule. A new course, 2.66 miles in length and incorporating part of Route Nationale No. 771 near Escoublac aerodrome, has been devised by the organizers, the A.C. de l'Ouest. Entries from Ferrari, Gordini, Maserati and H.W.M. are expected, and one or more Cooper-Bristols may also take part.

The G.P. will be preceded by two production car races for 1,100 c.c. and 2-litre cars.

## MONTLHERY AUTUMN MEETING

THE Coupe d'Automne meeting at Montlhéry on 21st September will comprise races for touring, sports- and racing-cars, including a Formula 3 event.

## STUCK WINS ITALIAN HILL-CLIMB

DRIVING the 2-litre V-8 AFM, Hans Stuck made best time of day in the recent Chiusaforte-Sella Nevea hill-climb, run as a substitute for the classic Susa-Mont Cenis event, which was cancelled. Second fastest driver, 2 secs. slower, was Sterzi in a sports Ferrari. In the



*SEEN AT SILVERSTONE:* Another neat variation on the Ferrari sports two-seater theme on the Cooper-MG chassis, seen in the paddock during the British Grand Prix meeting. The car, which has a 1,250 c.c. M.G. power unit, is the work of Vic Drew of University Motors, Ltd.

racing-car class, 500 c.c. Coopers driven by the Greek, Mylonadis, and the Italian, Bellocchio, were fifth and sixth to the AFM, two Ferraris and a Maserati.

## CHARTERHALL "INTERNATIONAL"

THE Winfield Joint Committee have disclosed the events for Scotland's first International Motor Race Meeting to be held at Charterhall Circuit (Greenlaw, Berwickshire) on Saturday, 11th October.

The Meeting will last approximately six hours and there will be five races as follows:—

11 a.m.: Sports-cars up to 1,500 c.c. (20 laps), 40 miles.

12 noon: Formula 3 (25 laps), 50 miles.

1.15 p.m.: Formula 2 (40 laps), 80 miles.

2.50 p.m.: Formule Libre (40 laps), 80 miles.

4.20 p.m.: Sports-cars, unlimited (20 laps), 40 miles.

Admission charges will be: Cars 10s., Motor-cycles 2s. 6d., Coaches £2. Stand tickets 15s. and spectators 2s. 6d.

## SUNDAY'S DUTCH G.P.

THE G.P. of Holland for Formula 2 cars, counting for the World Championship, takes place this Sunday, 17th August, on the Zandvoort Circuit, near Haarlem. Entries include the works Ferrari and Gordini teams, two Maseratis, Lance Macklin, Duncan Hamilton and the Dutch driver, A. Van der Lof, with H.W.M.s, Ken Downing's Connaught, Moss (E.R.A.), Wharton (Frazer-Nash) and Mike Hawthorn in the Cooper-Bristol.

A Formula 3 race precedes the Grand Prix, and Leston, Wicken, Whitehouse and Lewis-Evans will take part with Coopers. Stirling Moss will drive either a Kieft or a Cooper, and Don Parker competes with his famous maroon Kieft. Continental entrants include Beels, Richardson and Gottgens of Holland, and George Buytendyk and Hanlet, the two last-named with Coopers.

A full report of the meeting will be published next week.



## MEN AT WORK No. 7

**Baron de Graffenreid**  
*Member of the Ecurie Plate, cheery "Barney" de Graffenreid of Switzerland is always entertaining to watch on the race circuits. So far this year the "Plates", with their modified 4CLT Maserati units, have been lacking in speed, but this may be remedied by the use of Cooper-Bristol type chassis.*



### THE PARIS SHOW

ON the 2nd October, the Paris Salon—the 39th of the series—will open in the Grand Palais. Private cars, coachwork and accessories will be exhibited in the main aisle and the galleries, whilst the industrial vehicles and motor-cycles will be housed in the Porte de Versailles. The Salon is open until 12th October.

### SEVEN-DAY JAGUAR ON SHOW

THE record-breaking XK 120 Jaguar coupé will be on show in the Paddock at Goodwood during the B.A.R.C. Nine Hours Race tomorrow.

### FANGIO FOR MONZA

IT is reported that Juan Fangio, now convalescing, plans to return to racing in the Italian G.P. at Monza on 7th September. This event will be for Formula 2 cars, as is the Spanish G.P. in October.

### JOWETT PRICES DOWN

JOWETT CARS, LTD., announce the following price reductions, which take effect from 12th August. Javelin saloon, £695. plus £387 12s. 3d. purchase tax; total £1,082 12s. 3d. (old price, P.T. inclusive, £1,129 5s. 7d.). Jupiter Convertible, £825. plus £459 16s. 8d. purchase tax; total £1,284 16s. 8d. (old price, P.T. inclusive, £1,518 3s. 4d.).

### SPORTS-CAR RACING AT ZANDVOORT

25,000 SPECTATORS attended the national sports-car race meeting at Zandvoort on 27th July. A. Van der Lof, who drives

**SILVER FOR THE SIDE-BOARD:** Oscar Moore and Roy Salvadori with some of their day's bag at the Thruxton Bank Holiday Meeting.



(Below) Start of the Thruxton Invitation race, with winner Salvadori's and Wharton's Frazer-Nash to the left, and Moore's H.W.M. in the centre.  
*(Photo, J. T. Woodward)*



an H.W.M. in the forthcoming Dutch G.P., won the 1½-litre class with the special M.G. in which he took third place in the Tulip Rally. A Jaguar driven by Van Dieten won the over 3-litre class, setting up a new sports-car lap record, and Roosdorp won the handicap event with a *Gran Turismo* Lancia Aurelia. Other winners were Reys (Skoda), Dr. Groenpart (Minor) and Maasland (Cotura).

**JERSEY ECHO:** The car which spun round at Le Marquand's corner and nearly hit the wall during the final of the Jersey road race was not Shattock's R.G.S.-Atalanta but D. S. Boston's Healey.

**CARBUROL CORNER:** The makers of Carburol upper cylinder lubricant are introducing a "Carburol Corner" at Goodwood, to provide free refreshment for drivers in the Goodwood "Nine Hours" tomorrow.

**CLIVE LONES** is rapidly recovering from his recent spill; stitches are being removed this weekend. He is seeking an up-to-date second-hand Cooper, less engine and gearbox; address, The Leys, Chipping Norton.

**WRONG MAN:** photo of the Woodcote contretemps at the A.M.O.C. Silverstone in our 1st August issue shows Raymond Lowe in Singer No. 62, not P. Strawson, who did not arrive at the meeting.



**Rarin' To Go:** C. Powell (1926 2½-litre Bugatti) awaits his run at Tewin Water during the Bank Holiday Monday sprints.



AUTOSPORT, AUGUST 15, 1952

**THE MEN—AND THE CAR:** (Left to right) Jack Fairman, Stirling Moss, Bert Hadley and Leslie Johnson with the record-breaking XK 120 Jaguar coupé at Montlhéry before the start of the epoch-making runs.

was terminated so far as the official setting up of further records was concerned.

Nevertheless, the team decided to carry on; Johnson was determined to do what he had planned.

The attempt began with a piece of bad luck. Jack Fairman was driving on Monday, 4th August, when,

## SEVEN DAY CENTURY

**Leslie Johnson's XK 120 Jaguar Coupé Collects 4 World's Records and Averages 100.31 m.p.h. for 7 Days**

WITHOUT fuss or advance publicity, Leslie Johnson took his XK 120 Jaguar coupé to Montlhéry for an ambitious and successful attempt to average over 100 m.p.h. for seven days and seven nights.

Naturally this entailed considerable organization, and no less than 25 people were actually engaged since the Jaguar started its epoch-making run at 4 p.m. on Tuesday, 5th August. In charge was Desmond Scannell, Secretary of the B.R.D.C., who had as his assistants his wife, Mrs. Joan Scannell, and Mortimer Morris-Goodall.

The Jaguar contingent was headed by Ernie Rankin, Jaguar P.R.O., and Charles Weaver, superintendent of the Special Project and Competition department. The party also included many technicians from Jaguars, Dunlops, S.U.s, Shell-Mex, Joseph Lucas and Pye Radio, Ltd., the last-named to look after the two-way radio installation.

Sharing the driving with Leslie Johnson were Stirling Moss, Jack Fairman and Bert Hadley, all four taking three-hour spells at the wheel of the Jaguar. The car itself was a perfectly standard fixed-head coupé, modified for the attempt with larger capacity sump and fuel tanks. It had knock-off wire wheels, now obtainable on all XK-type Jaguars.

Night and day the car hurtled round the Montlhéry "saucer" at well over 100 m.p.h. By 9th August, no fewer than three world records and four International Class "C"

records had fallen to the coupé. The 10,000 kilos. International Class "C" record was taken at 107.31 m.p.h., whilst the three days' world record, formerly held by a Porsche at 94.66 m.p.h., was raised to 105.55 m.p.h.

Three further world records were smashed, the 15,000 kilos. at 101.95 (formerly held by a Matford-Yacco at 87.91 m.p.h.), and the four days, held for many years by the famous Citroën "Petite Rosalie" at 89.97 m.p.h. The Jaguar raised this to 101.17 m.p.h. and the coveted 10,000 miles to 101.95 m.p.h.

Unfortunately, the breakage of a nearside rear spring held up the attempt. This was replaced at the pits, but it constituted an infringement of F.I.A. rules for record breaking, under Article 4, Rule 231, Appendix D, which meant the run

during the night, the car hit a large piece of concrete and burst a front tyre. Fairman held the 110 m.p.h. slide, and managed to get the Jaguar safely to the pit. This naturally altered plans considerably, and Johnson wisely decided to start again on the Tuesday.

During the marathon run, the drivers and pit staff resorted to all sorts of fun and games to alleviate boredom. On one occasion Leslie Johnson was quite shaken to see an enormous figure strolling along the inside of the track, wearing a bright red hat. This turned out to be Jack Fairman sitting on Bert Hadley's shoulders, clad in a long cloak and surmounted by one of Brian ("Shell") Turle's precious petrol filler funnels. Hadley himself was visibly disturbed to find Moss and Fairman crowned with certain floral-

**MALCHANCE:** A mechanic examines the front suspension, after a broken rear spring prevented the Jaguar from officially taking more records after four days' running.



decorated utensils, playing cards in the middle of the track.

The Pye two-way radio was a godsend. Frequently rude remarks were heard coming over the air, but the installation was invaluable in providing the pit personnel with the necessary information relating to oil pressure, engine temperature and so on. Ken (Pye) Custerton certainly played his part in making the record attempts so successful.

It would, of course, be difficult to single out any particular member of this admirably chosen team. However, AUTOSPORT would like to jot down the names of "Dunlop Mac", Norman (Lucas) Bushell, Les (S.U.) Kesterton, Jaguar experts Joe Thompson, Bernard Sutton, Alf Polter and the admirable French "mechaniciens" supplied by Monsieur C. F. Delacroix.

The ordinary driver cannot quite appreciate the sheer monotony of circulating round the Montlhéry saucer at racing speeds. At night, all sorts of queer things happen to disconcert the pilots. Lamps pick out rabbits and other animal life, including one fox which ended its life on the Jaguar's bumpers. Drivers imagine that armies are marching across the track, trees falling down, and, during a fearfully wet Friday night, that the entire circuit is flooded from end to end.

Still, on and on went the buff-coloured Jaguar. At the end of seven days, during which the coupé covered 27,120.281 kilometres (16,851.73 miles), the twin o.h.c. engine sounded just as healthy as when it began.

An amusing touch was added after Johnson had completed the seven days' run. A board was displayed which read: "For sale, Jaguar coupé, one owner, only seven days old—small mileage".

Fortunately the team could smile as well as work. For the first time in living memory, a British production car holds world's records—a car which can be purchased for the absurdly low figure of £1,140 plus the iniquitous purchase tax.

AUTOSPORT was represented during the final stages of this epic run, and your chronicler was flown out in an Olley Airlines "D.H. Dove", with the B.B.C. Television newsreel folk. In the capable hands of Capt. T. J. Gunn and Radio-Officer D. Clark, everything went according to plan, apart from the fantastic demands by the French Customs for deposits on the valuable TV equipment.

### THESE PLAYED THEIR PART

#### Components used on the Jaguar

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Shell-Mex and B.P., Ltd.	Fuel and Oil
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Perozo, Ltd.	Plates
J. Lucas and Co., Ltd.	Brake Linings
S.U. Carburettor Co., Ltd.	Electrical equipment
Girlings, Ltd.	Carburetors
Automotive Products, Ltd.	Shock absorbers
Monden Radiator, Ltd.	Brakes
Handy Spoker, Ltd.	Radiator
Simms Motor Accessories, Ltd.	Propeller Shaft
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Fecatone, Ltd.	Upholstery
Pire, Ltd.	Grooming
Bluemel Bros., Ltd.	Radio Set
And the English Steel Corporation and George Saker and Co., Ltd.	Steering Wheel

#### RECORDS CLAIMED

(Subject to confirmation)

10,000 kiloms. at 107.31 m.p.h. (104.72).
15,000 kiloms. at 101.95 m.p.h. (87.91).
10,000 miles at 101.95 m.p.h. (89.33).
3 days at 105.55 m.p.h. (94.66).
4 days at 101.17 m.p.h. (89.97).

#### Records Bettered on Controlled Performance

5,000 miles at 110.18 m.p.h. (109.89).
15,000 miles at 100.23 m.p.h. (87.91).
30,000 kiloms. at 98.67 m.p.h. (88.29).
25,000 kiloms. at 100.38 m.p.h. (87.96).
48 hours at 110.39 m.p.h. (109.54).
5 days at 98.13 m.p.h. (88.68).
6 days at 100.20 m.p.h. (88.33).
7 days at 100.31 m.p.h. (87.91).

Figures in parentheses are old and/or existing records.

### CIVIC RECEPTION FOR RECORD BREAKERS

On behalf of the Mayor of Dover, the Deputy Mayor, Mr. R. Snelgrove, officially received the record-breaking Jaguar team on their return to England on Wednesday, 13th August.

### "AUTOSPORT" £200 CHAMPIONSHIP

#### Parker Marches On—Kieft Driver Now Has Clear Lead of 38 Points

WITH a second place at Crimond, and the fastest lap, Don Parker (Kieft) brings his total of points gained in the AUTOSPORT £200 British Drivers' 500 c.c. Championship to 79. His nearest rival is Stirling Moss (Kieft), 38 points behind. Ninian Sanderson (Cooper) now has 29 points, which brings him up to sixth place, two points behind Charles Headland (Kieft).

#### SNETTERTON AGAIN

The A.M.O.C. is holding its Members' Meeting at the Snetterton Circuit, Norfolk, on Saturday, 20th September. The ambitious programme includes a High Speed Reliability Trial for sports and touring-cars, in which competitors can run with remoulds or retreads, less battle-bowlers and medical certs. Two all-Aston races—a 1½-litre 10-lap handicap for the H. Elwell-Smith Trophy and 2-litre and over 10-lap handicap; a 10-lap *Formule Libre* and a five-lap sports-car handicap.

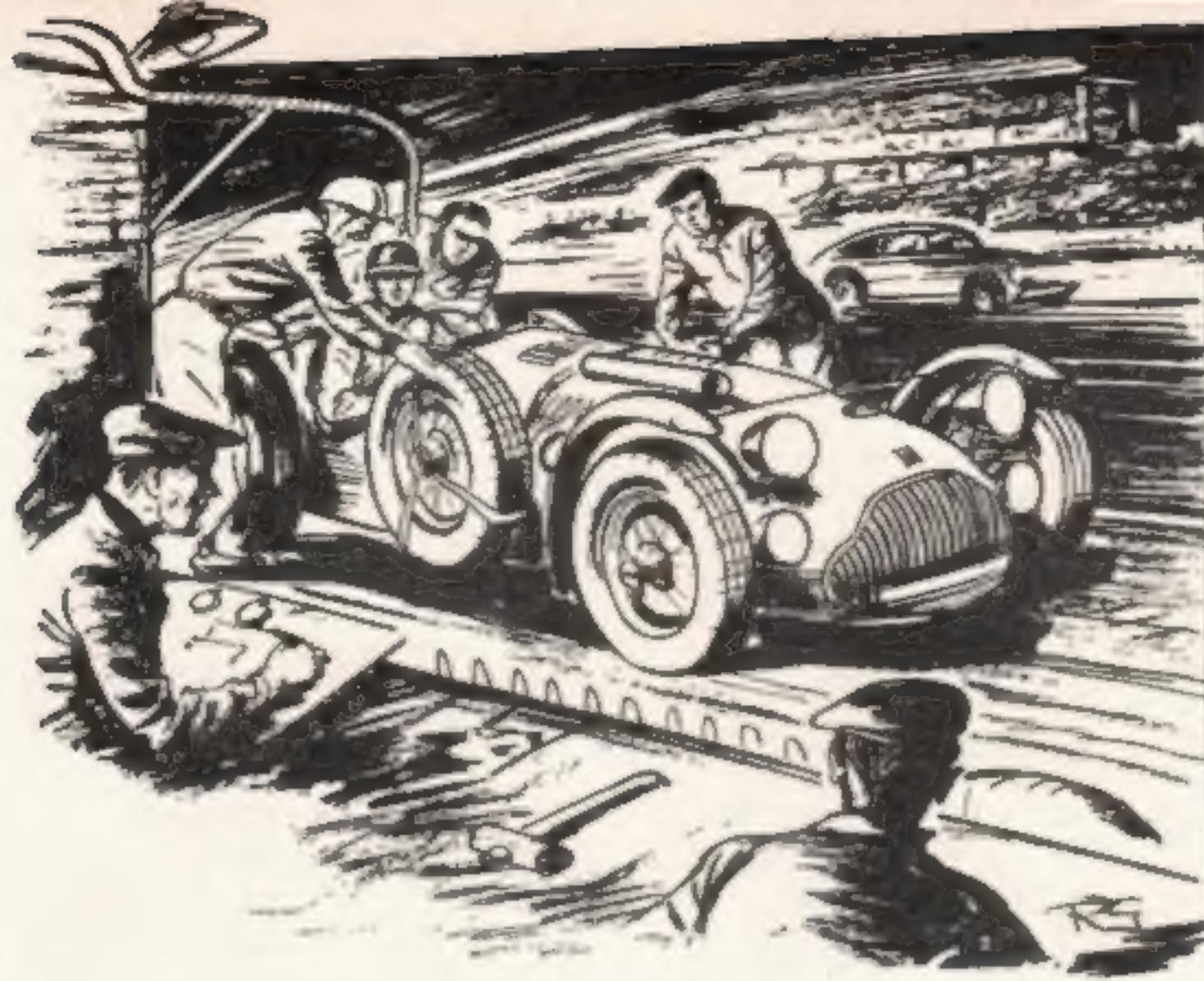
As the A.M.O.C. has a formidable showing in its members' list of well-known racing names, entries are expected from Reg Parnell Geo, Abecassis, Peter Bell, Rob Walker, Stirling Moss, Eric Thompson, Peter Clark, Mike Hawthorn, Ken Downing, Tony Rudd, Nigel Mann, etc. etc.

Highlight of the day, in addition to the *Formule Libre*, is the first ever scratch race for Aston Martin DB2s.

Entries close 10th September and full particulars regarding entrance to the circuit and qualification for entering can be obtained from Dudley Coram.



STATIC RENOWN: R. M. E. Smith's Triumph saloon becomes thoroughly ditched during the Gosport A.C.'s Annual Summer Rally. A report of this event appears on page 201.



by Tom Clarke and M. F. L. Faulkner, these two having won the 1,500 c.c. class of the 1935 Mille Miglia with an Aston Martin, and performing prominently elsewhere before the war.

The Frazer-Nash contingent will lack Ken Wharton, who is due to drive at Zandvoort the same weekend, but Bob Gerard, Tony Crook, Mitchell and Co. can be relied upon to put up a good show, although the Isleworth cars, running in the 2-3-litre class, are losing a litre to their chief rivals. Amongst the 1,500s, the Monkey Stable Lester-M.G.s can again depend on stout opposition from Cliff Davis and his Cooper-M.G., backed up by Lionel Leonard in a similar, if less graceful, car.

Anticipating considerable fatigue in lapping the rather short Goodwood circuit for long periods at high speed, the organizers have laid down that no one driver may remain at the wheel for more than the following number of consecutive laps: Up to 1,500 c.c., 62 laps; 1,501-3,000 c.c., 65 laps; over 3,000 c.c., 68 laps.

## LE MANS-STYLE RACING AT GOODWOOD

B.A.R.C. and *News of the World* to introduce night racing to Britain—Jaguar, Aston Martin, Frazer-Nash, Allard, Ferrari and Talbot to battle for “Nine Hours” honours

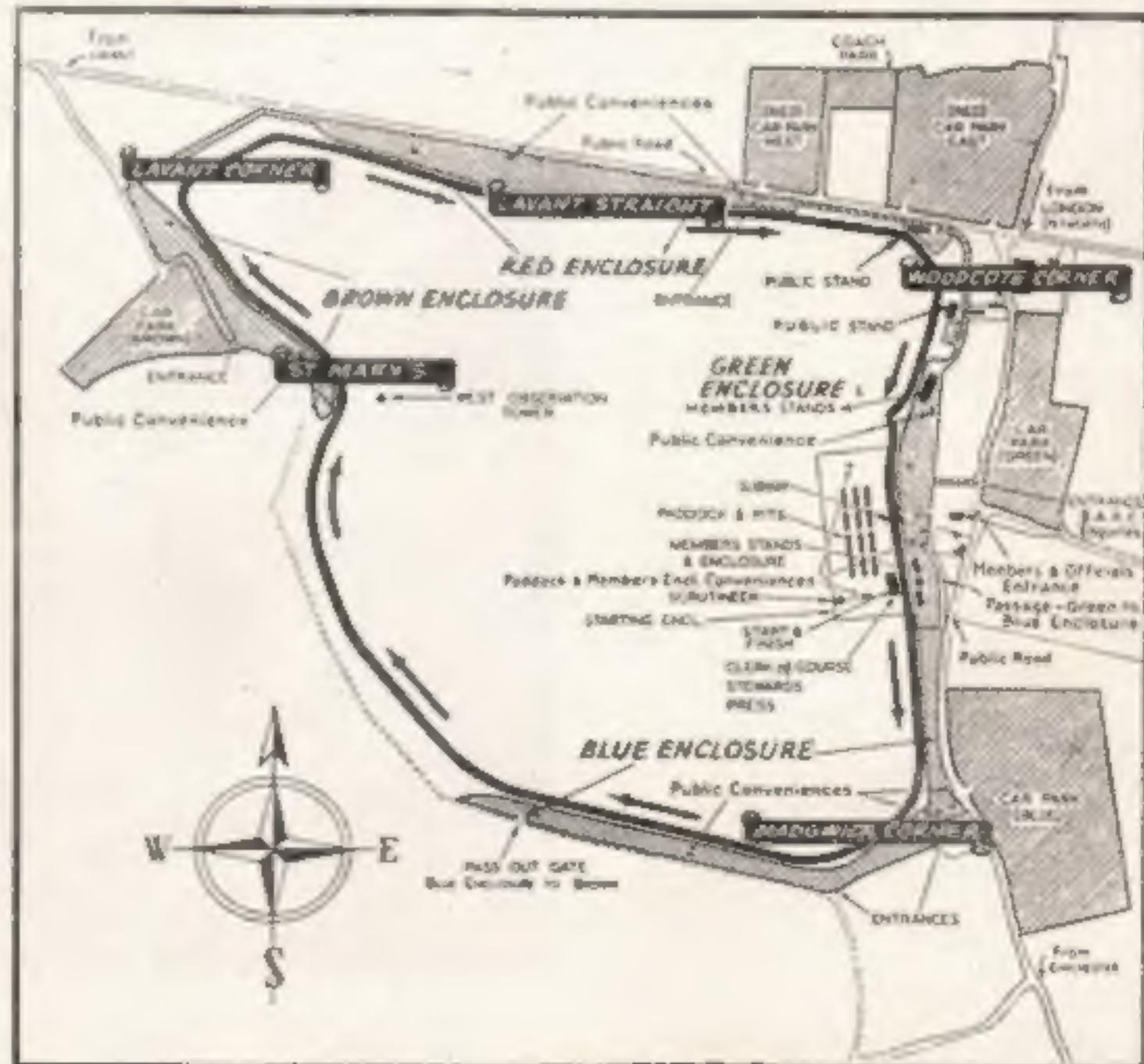
**T**OMORROW, at 3 o'clock in the afternoon, 30 sports-cars, British and Continental, will begin a nine hours' drive on the 2.4-mile Goodwood circuit in the B.A.R.C./*News of the World* International long distance sports-car race. They will range from 1½-litre Cooper and Lester-M.G.s, H.R.G.s and a Jowett Jupiter to Frazer-Nashes, Ferraris, Allards, works-entered Aston Martins and Jaguars, and a lone French Talbot. The event will continue until midnight, and when darkness falls spectators will witness true Le Mans-style racing, with cars passing at high speed, headlamps full on, and the pits, paddock and stands bright with innumerable lights.

With a prize fund totalling £2,500, 1,000 guineas of which goes to the car covering the greatest distance in the nine hours, an excellent entry has come in, with the works team of XK 120C Jaguars prominent, drivers Stirling Moss and Peter Walker, Tony Rolt and Duncan Hamilton and Peter Whitehead and Ian Stewart. Sir James Scott-Douglas has entered another Jaguar, which he will share with Zorra Dunlop, while Vaino Hollming, notable Finnish racing motor-cyclist, drives an XK 120 with Roger Laurent of Belgium. Pierre Levegh has entered with his 4½-litre Talbot, the car which so tragically lost the Le Mans 24 hours race at the 23rd hour. His co-driver will be Philippe Etancelin.

The 2.7-litre Ferraris of Robert Baird and Tom Cole will once again meet the DB3 Aston Martins which headed them at Boreham.

Parnell, Thompson, Abecassis, Poore, Collins and Griffith make up a strong Feltham team. An old Aston Martin partnership will again come into operation with the sharing of a DB2 saloon

Goodwood has been well prepared for spectators eager to see night racing for the first time in this country. Adequate facilities in the terraced enclosures have been laid on. Special trains will run



**B.A.R.C. CIRCUIT:** Spectators at Goodwood are well served with car parks and enclosures. The course is 2.4 miles round.

from Victoria and East Croydon to Chichester, returning after midnight, while in addition cheap day tickets to Chichester will be issued from stations within a 40-mile radius.

Numerous special coach excursions will also be in operation from Victoria, and numerous points in Essex, Kent, Surrey, Hants, Sussex and Somerset. A service of buses will operate from Chichester Station to the course, a distance of about four miles.

Admission to all public enclosures is 6s., children under 14, 3s. Grandstand seats cost 27s., children under 14, 24s.

#### NINE HOURS' RACE ENTRIES

Over 3,000 c.c. Jaguar XK 120C; S. Moss P. D. Walker A. P. R. Rob J. D. Hamilton P. N. Whitehead J. M. M. Stewart; Jaguar XK 130S; Sir J. Savill; Douglas Z. Hunt V. V. Thompson R. Laurent; Alford S. R. Alford T. L. Alford T. G. Clark J. E. G. Farman; Talbot P. Evelyn P. Francisco.

Reserves—Jaguar XK 120 J. B. Swift C. Heath S. J. Butler W. B. Blackford A. Blamey G. E. Thomas Lagonda J. Gossage W. Wright 1.501 c.c. 3,000 c.c. Aston Martin DB3; R. Parrett E. Thompson G. Abecassis R. D. Price P. C. T. Grimes P. C. Evans Aston Martin DB2; M. F. I. Faulkner T. G. Clarke Ferrari W. R. Board D. J. Gillies Mr. R. J. Savill T. J. Clark A. G. Wimbleton Frazer-Nash T. A. D. Clark R. W. Lewis D. A. Clarke F. R. Gerard H. A. Mitchell P. Scott Rose J. R. Studd P. S. Wilson H. W. Allard T. M. Meyer P. Fletcher-Bingham Parker Bentley W. D. R. Lamb E. P. Green D. S. Best & R. G. Shattock.

Reserves, Frazer-Nash Ensign S. G. Greene Dr. G. S. Healey E. B. Woods Frazer-Nash BMW; J. Beckwith-Smith S. C. Gibbs Healey E. B. Woods Mr. G. S. Beeson.

Up to 1.500 c.c. Lester M.G.; J. C. C. Mayers M. J. Keen G. A. Ruddick R. F. Peacock H. Lester T. Lee Cooper M.G.; F. C. Dunn J. Gribble F. Lees Mr. J. Anderson H. R. G. E. Giblin A. S. Head Jowett Jupiter J. Keen I. Giblin.

Reserves, H.R.G.; D. M. Blake A. S. Fender M.G. TD; G. E. Price A. C. Ringden M.G. Special T. W. Dawson J. Barnes-Jones Jowett Jupiter E. W. Collister G. Underhill.

#### GOODWOOD ON THE AIR

##### B.B.C. Light Programme,

16th August

Commentators Raymond Baxter, Robin Richards and John Bulster.

2.50 p.m.-3.15 p.m. Opening stages of the Race

4.10 p.m.-4.15 p.m. Progress report

6.35 p.m.-7.0 p.m. Progress report

10.45 p.m.-11 p.m. Progress report

11.59 p.m.-12.05 a.m. Finish of the Race

## GOSPORT SUMMER RALLY

THERE was admirable weather for the Gosport Automobile Club's Annual Rally on 10th August, which showed up to advantage the very attractive route among the uplands and lowlands of Hampshire.

The first of the 13 competitors started from Winchester at 10 o'clock to visit seven controls, the locations of which were given by six-figure map references. Our own first point was on Farley Mount, and brought back unpleasant memories of a night trial in which we approached it from the wrong side and walked two miles to it. On this occasion we did better; *experiencia docet!*

Our route to the second point led us alongside the River Test, through the villages of Longparish and Hursbourne Prior. Other routes may have been quicker, but could hardly have been more attractive. We were treated too, to the sight of a De Dion-Bouton bowling down the Winchester road. The marshal at this second point had ensconced himself beneath the road where it bridged a disused railway, and the undergrowth on the sides of the cutting was so dense that, while it was comparatively easy to drop a route card on him it was another matter to arrive at his side with it.

The third and fourth points, near Preston Candover and West Tisted, were unremarkable, but by the time we got to the latter we were beginning to wonder whether an official was rushing round carrying the same clock from point to point. It transpired, however, that the organizers, in a gallant attempt to defeat the eternal bogey of inaccurate watches, had collected eight or nine examples of the same model of clock and had them synchronized as nearly as possible by a clocksmith. This did not entirely obviate the situation in which one arrives at a point dead on time by one's own stop-watch, to be told that one is two minutes early; but it was a great improvement on the usual rather hit-and-miss arrangement.

The fifth point, on Old Winchester Hill, near West Meon, afforded, as the house agents say, magnificent views appreciated to the full by us since we had arrived on time in spite of having to change a wheel *en route*. Other competitors who chose other approaches

and arrived from different points of the compass on foot, were perhaps less appreciative.

At the sixth point, on Shepherds Castle Down, the marshal, finding himself likely to be made indistinguishable from several picnicking parties, had thoughtfully improvised a yellow flag and attached it to his car.

The last point of the road section was on Portsdown Hill, again with wonderful views, this time of Portsmouth and the coast. It was also the scene of the first test, which consisted of a free run downhill and reverse up, and which, apart from a loose gravel surface, was quite innocuous.

Enjoying the privilege of being allowed to take our own time to the next tests, we found them between Fareham and Gosport. The second test consisted of motoring over the brow of a small hill, beyond which, hidden from the starting line, was a dummy wall, to which one was required to approach within one foot. Squealing of tyres from preceding competitors made it not too difficult to guess its location.

The third test, which would need a series of diagrams to make it really comprehensible, consisted of taking a row of pylons in short forward and reverse dashes, and then wiggle-woggling in reverse through the lot. After being overtaken by the brilliant performance of W. H. Waring (Jaguar) we were,

human nature being what it is, rather cheered by seeing Dr. R. Smith deposit his Triumph Renown in a rather too convenient ditch. Hard luck though, we felt, on one keen enough to come down from Peterborough for the occasion.

Several competitors faulted in the last test, a garaging problem of a rather more complicated nature than usual, which showed up deficiencies in gearboxes and suspensions. B. Blundell (M.G.), last year's winner, was effective here, and Dr. Laing (Renault) played a game of his own devising, which had affinities with "Here we go round the mulberry bush". A really substantial tea at a Lee-on-Solent hotel saw the end of a very enjoyable rally.

It is usual in these reports to say something complimentary about the winner. We can only blushingly refer you to the provisional results. Does the fact that family saloons filled first five places prove their superiority for navigational events?

GORDON MADGWICK AND  
N. L. ROBINSON

#### PROVISIONAL RESULTS

Best Performance of Day: 1. E. J. Gordon Madgwick (Austin 10 Saloon); 2. G. Robins (Vauxhall Wyvern); 3. R. Carnegie (Bentley 4½ Saloon); 4. V. R. Sargood (Austin 16 Saloon); 5. Dr. Laing (Renault 750 Saloon); 6. B. Blundell (M.G. TD).

Team Award: B. Blundell (M.G. TD); P. R. Birkett (M.G. TD); G. V. Coles (Morris 8 Saloon).

**GARAGE TEST**  
B. Blundell, member of the winning team, driving his TD M.G. through the turns in the test.





TECHNICAL &amp; OTHERWISE.

BY JOHN BOLSTER

## FAREWELL TO THE B.R.M.

IT is with a full sense of my responsibility that I write this article. It gives me no pleasure to do so, for, on the surface, it seems rather like kicking a man when he is down. I hope that I shall not be thought guilty of so despicable an act, but that is a risk I must take for my message must be given now.

Right from the start of the B.R.M. project I was filled with misgivings. In the nature of things I was in receipt of much confidential information, which I shall certainly never make public. It soon became obvious that the publicity side of the venture had got completely out of control, and it was then that the fatal mistake was made which, more than anything else, has done so much harm to our sport and has inflicted such damage on our industry.

The impression was allowed to be created that all the best brains, and all the biggest firms, in British engineering were to get together and produce a national car. It is easy for the lay Press to build up such a story, but, as far as I know, no real attempt was ever made to deny this monstrous suggestion. In consequence, even at this very moment, every continental race spectator believes that the machine was designed by a pool of Britain's finest engineers, and that it represents their idea of what the perfect racing-car should be. One still even finds many Europeans who cannot be convinced that this is not a Government-sponsored effort.

### NOT a National Effort

It is much too late to explain that this is not, and never has been, a "national" car, for we would not be believed. If we alleged that it was not designed by an engineer (or engineers) of the very highest qualifications, and that only a handful of private firms had provided the admittedly large "kitty", polite laughter would be our reward. If we stated that the British Racing Drivers' Club had never been consulted, and

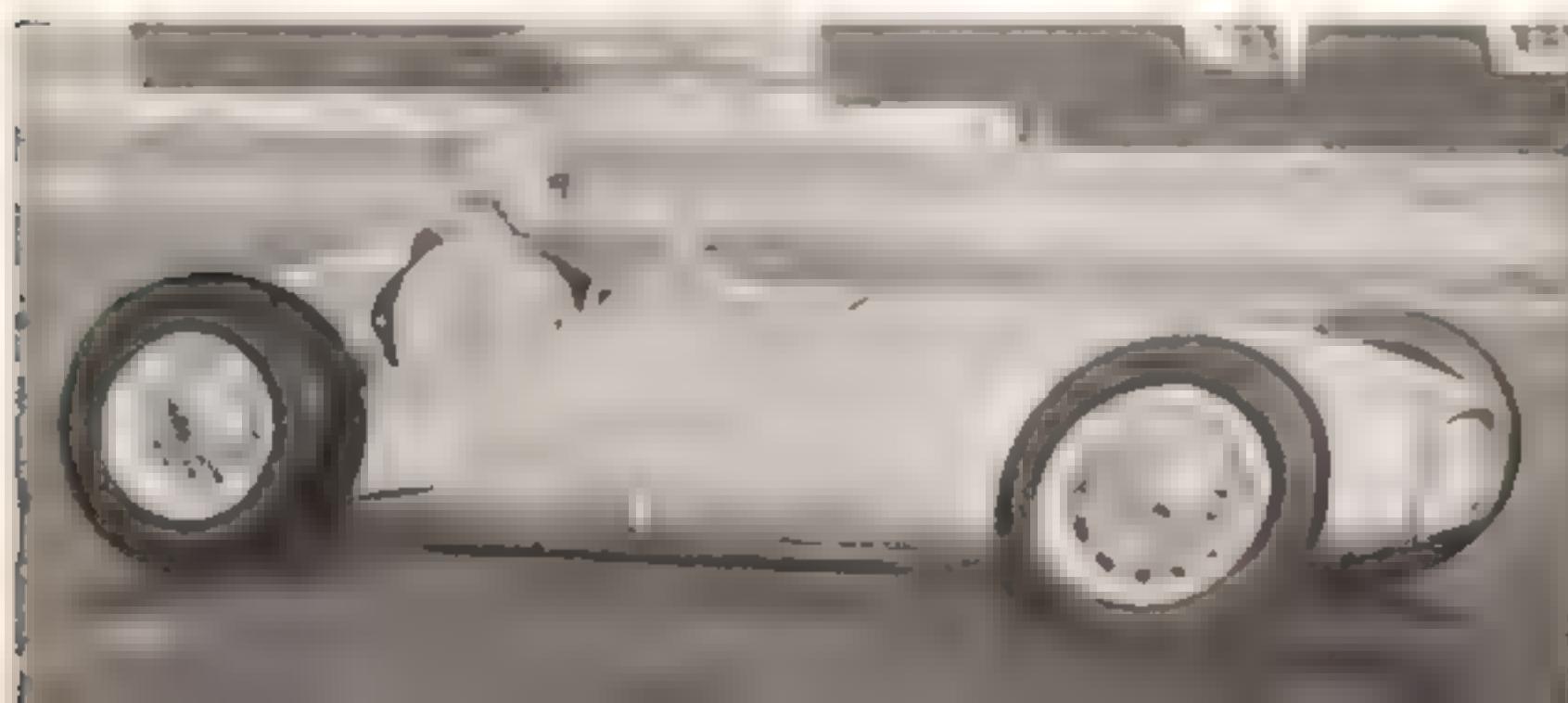
that the best two drivers, Reg Parnell and Peter Walker, were not allowed to give any advice after the Barcelona fiasco, we would be branded as liars. It is, in fact impossible to do anything to retrieve the deplorable impression that has been created.

### Effect on Markets

What is the result of all this? I could give many examples, but two will suffice. The manufacturers of one of our best cars, who used to do a good trade in Belgium, have been informed by their agents that the demand has fallen right off, and that this is entirely due to the B.R.M. What is so unfair is that that particular factory has had nothing whatever to do with it, and would not, to be brutally frank, touch it with the end of a barge-pole. The other case concerns some irrefutable evidence that our hitherto excellent reputation for engineering products has been lowered in Scandinavia. It is pointless to multiply such instances, for many of my readers, who have been among foreigners during one of the well-known farces, know the type of ribaldry that is evoked at our expense.

It might seem that I am merely washing dirty linen for the present formula is virtually dead, and the B.R.M. can race no more. If that were so, I would never have written this unpleasant story, but there are now strong rumours that a new B.R.M. will be dished up for the forthcoming formula, and that is a really shattering thought.

If these stories are true—and they have been uttered by those who should know—the name must be changed to one that can have no national implications. The present title is associated irrevocably with an admittedly mythical combination of Britain's finest engineering brains and technique. The name of our country must never again be so used, and if these people do produce another car, it must have as simple a designation as the Formula 2 machines that are doing so much for our



**AS IT WAS IN THE BEGINNING**—Raymond Mays in the original version of the B.R.M., during the demonstration at Follington on the 15th December 1949. The bonnet is clean and devoid of louvres, the radiator air intake small and minus protective grill.



**DAMP** In pouring rain, Ken Wharton warms up the blown Cooper before making B.T.D. at Craigantlet

Robin Scott's usual cornering ability gave his Ford 1 min. 36.8 secs., but Ernest McMillen, abandoning a large golf umbrella only at the last possible moment, took the Nufor up in 1 min. 33.2 secs. Best in the class was Marshal Watson (J.P.-Vincent) at 1 min. 31.0 secs.

Afterwards Baird, who had taken a detour back to the start, climbed into the Ferrari "Four" and made an ascent in 1 min. 25.6 secs.—actually  $\frac{1}{2}$  sec slower than in the sports Ferrari

## WHARTON—WET OR FINE !

1951 Champion Fastest at Craigantlet—Baird Takes Handicap Class

Come hail, rain or snow, the combination of Ken Wharton and the blown Cooper "1,000" appears to be invincible when it comes to hill-climbing. On his first visit to Ulster last Saturday, the Smethwick driver was treated to what was generally considered the wettest Craigantlet ever—and Craigantlet started in 1925. With torrential rain pouring down throughout the afternoon record-breaking was, of course, out of the question, and the 1951 Hill-climb Champion's best climb of 1 min. 20.2 secs. left Sidney Allard's 1951 record (1 min. 13 secs.) unscathed. Spirited opposition was provided by the local men, Bobbie Baird turning in 1 min. 22.8 secs. with the 2-litre Ferrari "Four". Baird also clocked 1 min. 25.2 secs. in the 2.7-litre sports Ferrari which Salvadori drove at Boreham, gaining him a class win and best place on handicap.

During the previous evening's practice on a dry road—Baird had been fastest in the 2-litre Ferrari at 1 min. 18.8 secs—but Wharton's car had not yet arrived. On Saturday, after Cohn Megaw had thrilled the handful of soaked spectators by charging the bank in his Ford Special, Wharton made his first and only practice run, a determined climb which occupied 1 min. 21.8 secs. Officials grunted approval from beneath capes and duffle coats. Wharton returned, and battle commenced.

### Class Win—At a Cost

First man up the 1,833-yard hill was Ernie Robb (Hillman Minx), with a 2 mins. 0.8 sec. climb, which ended in a blown gasket, but sufficed to win the small saloon class from Jimmy Taylor's Austin A30. They were followed by the only competitor in Class 2, Dr Geoff Houston, who set 1 min. 48.8 secs in his Sunbeam-Talbot. Class 3 was an open-car class, but each of the three competing M.G.s came to the line with hood erect and wipers buzzing. Brian

McCalldin's TD was the fastest, registering 1 min. 46.2 secs. against a neat 1 min. 48.8 secs. by Billy McNinch (TC).

Even with cold rain trickling down their necks, those at the start brightened a little when Desmond Titterington appeared, wringing out a duster over the side of his J2 Allard. He left the line without a trace of wheelspin, and was gone in a cloud of spray to clock 1 min. 25.8 secs. Then it was Baird's turn, the V-12 2.7-litre sports Ferrari looking very sleek and business-like with its stark cockpit and one-piece perspex screen. Everyone clustered round the control hut to hear his time—1 min. 25.2 secs. As Titterington had chosen to take his first climb in Classes 4 and 8, and his second in Classes 6 and 7, the first two were already lost to the Italian car.

### Hybrid Session

A host of hybrids followed, Alfie Carroll's Ford setting 1 min. 40.4 secs., which was later equalled by Sidney Pentland in the Dellow, while Megaw returned to grace with 1 min. 40.6 secs.

Wharton, contriving somehow to wear an ex-W.D. gas cape in the tiny Cooper cockpit, left the starting area with a quick tail wag, but lost one cylinder before the first bend. Even so, he was fastest at 1 min. 23.8 secs.

### Titterington Approaches Record

Now it was time for the second climbs, and each entrant proceeded to improve on his first run in the usual way. Titterington came up looking very resolute and slightly nervous, nodded to the timekeeper, gripped the wheel at "10 to two"—and climbed in 1 min. 24.4 secs., just 0.4 secs. outside the sports-car record. Baird's second climb in the "2.7" being actually slower, this would have given Titterington the class win and victory on handicap, had he not fallen between two stools.

Once more the Specials took the stage, Norman Graham deserving praise for a fine 1 min. 33.8 secs. ascent in the Kieft-sprung Ford. Watson was a little slower in the J.P.-Vincent, and McMillen stole the class from him with 1 min. 30.4 secs., after arousing laughter by



**SPORTS FERRARI**—Bobbie Baird takes the first Craigantlet bend in the 2.7-litre sports Ferrari with which he won the Handicap class

**Wharton—Wet or Fine—continued**

Wiping his visor with an old tweed cap Charles Maunsell, too, provided a touch of humour when his H.R.G. climbed in no time at all—he had forgotten to wait for the running shoe!

Still the rain poured down as Ken Wharton arrived, the Cooper's blower whine drowned by the noise of a very crisp exhaust. Again the little green car snaked up the hill, and again there was a rush to the control hut—1 min. 20.2 secs.—fastest so far—could Baird improve on this with the 2-litre Ferrari? He tried very hard, but the figure was 1 min. 22.8 secs. The Ulster Automobile Club's oldest speed event was over for another year, and Wharton was one step nearer to the 1952 R.A.C. Hill climb Championship.

F. W. McCOMB

★

**REEVES AMONG THE LEAVES**  
Commodore C. A. R. (Reeves) Shillington R.N.V.R., a Vice-President of the Ulster A.C., does a spot of hedge trimming round the spectators' enclosure during practice for Craigavon

★



**SUBMERGED START:** Wharton on the line before setting up B.T.D. in dry downpour.

**CRAIGAVON RESULTS**

**Class 1 (Standard saloons up to 1,300 c.c.):** C. E. Robb (Hillman) 120.8 secs

**Class 2 (Standard saloons over 1,300 c.c.):** G. W. Houston (Sunbeam-Talbot 901) 108.2 secs

**Class 3 (Standard open up to 1,300 c.c.):** B. McDonald (M.G.) 104.8 secs

**Class 4 (Standard open over 1,300 c.c.):** W. R. Baird (Ferrari 2.730 c.c.) 85.2 secs

**Class 5 (Non-racing up to 1,300 c.c.):** 1. E. T. McMullen (1.250 c.c. "Nufor") 90.4 secs.; 2. M. Watson (998 c.c. J.P. Vincent) 91.0 secs

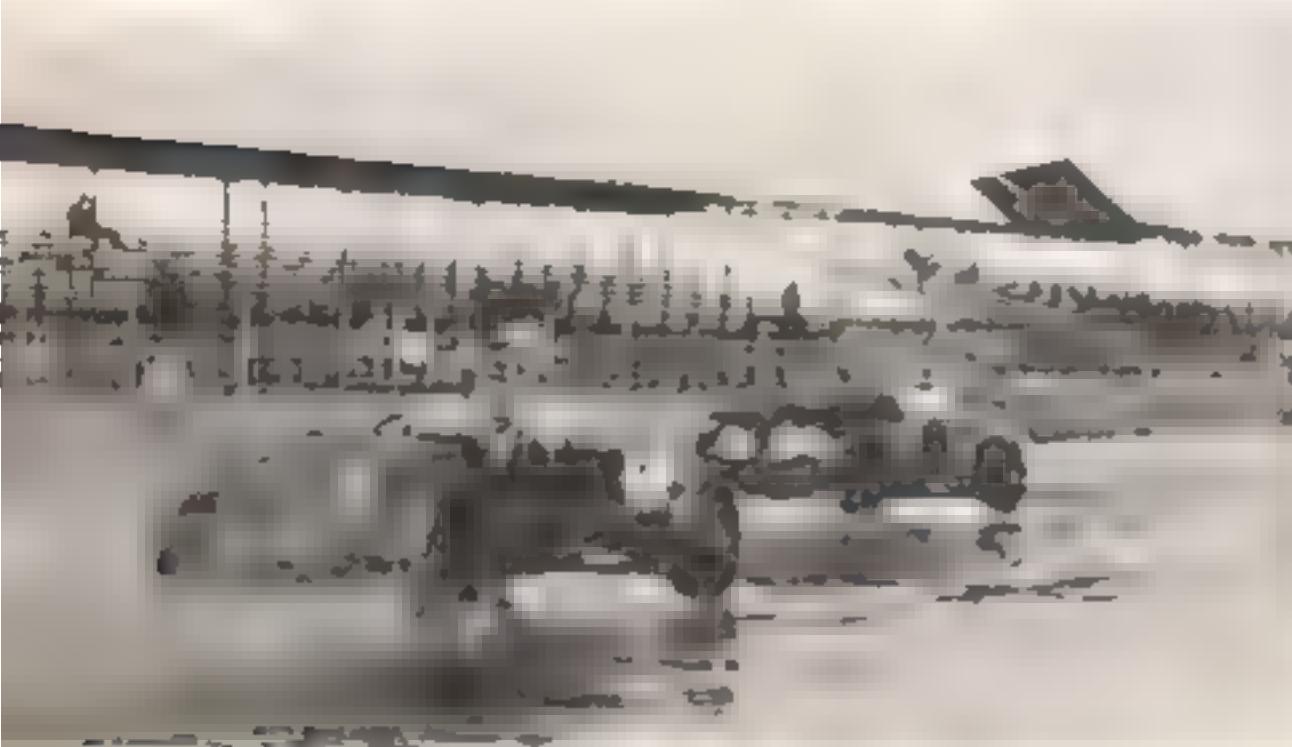
**Class 6 (Non-racing over 1,300 c.c.):** 1. J. D. Titterington (Allard 3.917 c.c.) 84.4 secs.; 2. W. R. Baird (Ferrari 2.730 c.c.) 85.2 secs

**Class 7 (Unlimited capacity):** 1. K. Wharton (996 c.c. Cooper S/C) 80.2 secs.; 2. W. R. Baird (Ferrari 1.987 c.c.) 82.8 secs

**Class 8 (General handicap):** 1. W. R. Baird (Ferrari 2.730 c.c.), rec'd 13 secs nett 72.2 secs.; 2. J. D. Titterington (Allard), rec'd 13 secs., nett 72.8 secs; 3. H. Chambers (Vauxhall Sp1), rec'd 16 secs., nett 73.2 secs

**Best Time of the Day:** K. Wharton 80.2 secs

**Second B.T.D.:** W. R. Baird, 82.8 secs

**BENTLEY SILVERSTONE**

**RAIN AGAIN:** Two scenes from the Bentley D.C.'s Silverstone meeting on 2nd August. (Left) Major Bailey chases G. G. McDonald during the 10-lap Handicap race. (Above) J. A. Williamson, winner of two races, gets the chequered flag

# NÜRBURG COMMENTARY

**Ferrari Supremacy in German G.P. Ascari Consolidates his World Championship — New Mercedes-Benz Triumph in Sports-Car Race**

*By*

**HANS TANNER**

SO the 15th *Grosser Preis von Deutschland* has come and gone . . . and resulted in yet another Italian victory. From the first two days' practice it was obvious that Ascari and Farina would be completely unassailable. Ascari had already spent a week practising on the Ring with his Fiat saloon and astounded everyone with his lap of 10 mins. 8 secs., which compares well with Fangio's fastest lap with the 159 Alfa Romeo in 9 mins. 55.8 secs. Farina managed 10 mins 25 secs. but on the next day caused an even greater sensation by bettering Ascari's time with 10 mins. 7 secs.

The race promised to be extremely gruelling and especially rough on tyres, of which all brands were being experimented with. The only Englishman on the starting grid was Bill Aston with the Aston-Butterworth, Peter Collins having failed to qualify his H.W.M. due to a broken crankshaft on his first practice lap. The other two works H.W.M.s were handled by Belgians Paul Frere and John Claes. Tony Gaze's H.W.M. adding the remaining spot of green to the assembly.

Felice Bonetto (works Maserati) managed to spin round on the Grandstand bend at the start but rejoined the race rapidly. The first lap took heavy toll of the cars. Carini on the 12-cylinder Ferrari retiring with brake seizure, and Paul Frere's H.W.M. and Paul Pietsch's Veritas with gearbox troubles. Bonetto came screaming into the pits for a rear tyre change, the job being completed very rapidly, but the Maserati driver's run was brief, since he was disqualified a few minutes later when spectators helped him after running off the road.

Bill Aston retired with clutch trouble on the Aston-Butterworth after two laps, and Maurice Trintignant (Gordini) dropped out with brake and suspension trouble. On the fourth lap Cantoni on the 6-cylinder Maserati was seen gesticulating at the rear of his car and on the next lap went out with a broken rear axle. Nacke on the BMW Special spent all his time changing plugs at the pits, calling with great regularity to change another set. Manzon lost a wheel on his 2-litre Gordini, coming to rest fortunately

without injury, while Claes came in with magneto bothers, the H.W.M. losing a lap.

Ascari changed rear tyres in 31 secs., just getting away before Farina came in for the same purpose. Farina's actual change took 33 secs. but was not helped by his stalling the engine twice on restarting. Taruffi was in on the next lap and changed in 32 secs. Meanwhile Tony Gaze had gone out with a broken rear axle.

At half distance, Ascari's average was 133.1 k.p.h., Farina's 132.1 k.p.h. and Taruffi's 131.6 k.p.h. However, Taruffi suddenly was overdue; when he did appear he waited for 30 secs. to change a front tyre, getting away 5 secs. before Fischer came past. The Swiss was driving the race of his life, lapping in 10 mins. 36.5 secs., better than his best practice laps and far faster than his average when winning the Eifelrennen earlier this year. He clung to Taruffi tenaciously, but could not hold the works car on the straights.

With two laps to go real excitement prevailed as Ascari came in for oil, leaving only to see Farina flash past into first place. Alberto set after the flying Farina with great zest, narrowing the gap to 50 yards at the Adenauer Forst, to 15 yards at the Karussel, then flashed past the grandstands half a car's length ahead of Farina. With one lap to go Taruffi slowed considerably whereas Fischer was going faster and faster. Something serious was wrong with Taruffi's car—the de Dion tube was broken, it transpired, but the transmission still sufficed to return him to the pits. Fischer streaking past into third place. Meanwhile Ascari, real master of the Nürburgring, had scored his third consecutive *Grosser Preis* victory, a performance unequalled in the 25 years' history of that tortuous circuit. The finishing order was Ascari (Ferrari), Farina (Ferrari), Fischer (Ferrari), Taruffi (Ferrari), Behra (Gordini), Laurent (Ferrari) and Riess (Veritas).

The sports-car races which preceded the G.P. aroused tremendous interest. Paul Pietsch won the 1,500 cc. event with a Veritas, whilst in the 1,500 cc. series-built event John Fitch of the U.S.A. drove a Porsche into fourth place behind three similar models. In the third race, for 2-3-litre and 3-8-litre sports-cars, the promise of a tremendous international contest, as per programme, was not fulfilled with the absence of Stirling Moss's Jaguar and the Alfa Romeo "Flying Saucer". The single Gordini, driven by Manzon, did not go too well in practice, and was not considered to be a serious menace to what would appear a Mercedes-Benz benefit. From the start, however, the Gordini seriously challenged the Mercedes. Manzon revealing considerably more speed although he could not match Kling's and Lang's wonderful knowledge of the Ring. Kling leapt into the lead with Manzon second, but on lap 2 the Gordini overtook the leading Mercedes, only to be re-passed by Kling, then by Lang. In the background Riess and Helfrich were holding fourth and fifth places respectively. Fate struck against Gordini on the fourth lap when Manzon came slowly into the pits with gearbox trouble.

The race did not lose interest, however, although the Gordini's retirement met with the voluble approval of some sections of the crowd. A fierce duel between Kling and Lang ensued, Lang chasing new boy Kling for all he was worth and managing to pass him a few hundred yards before the finishing post. All the Merces. ran unblown, the super-charger on Kling's car being removed before the race as the engine was giving too much power and the chassis was likely to suffer as a result. Fifth in the 2-3-litre class, behind the Mercedes team, was the British driver A. P. Hutchings in a Healey. Tony Ulmen's Veritas won the 2-litre category with Frenchman Farnaud (Ferrari) the highest "foreign" finisher, taking a modest sixth place. In the largest class, Carini's 4.1-litre Ferrari headed the XK 120 Jaguar of V. Holllung of Finland, the driver who is coming to Goodwood for the 9 Hours sports-car race this week end.

# NEWCOMER

Mercedes-Benz Introduce



**SPORTWAGEN** (Above) Hermann Lang (No. 21), the eventual winner of the Vaux category on the starting grid with the newest Mercedes-Benz. He averaged over 81 mph—the fastest speed of the race.



**WREATHED:** (Above) Hermann Lang receives an odds-on victory's garlands after his win in the sports-car race.

**DETACHABLE** (Below) The steering wheel of the open Mercedes is removable, as was the case on the Le Mans coupes.

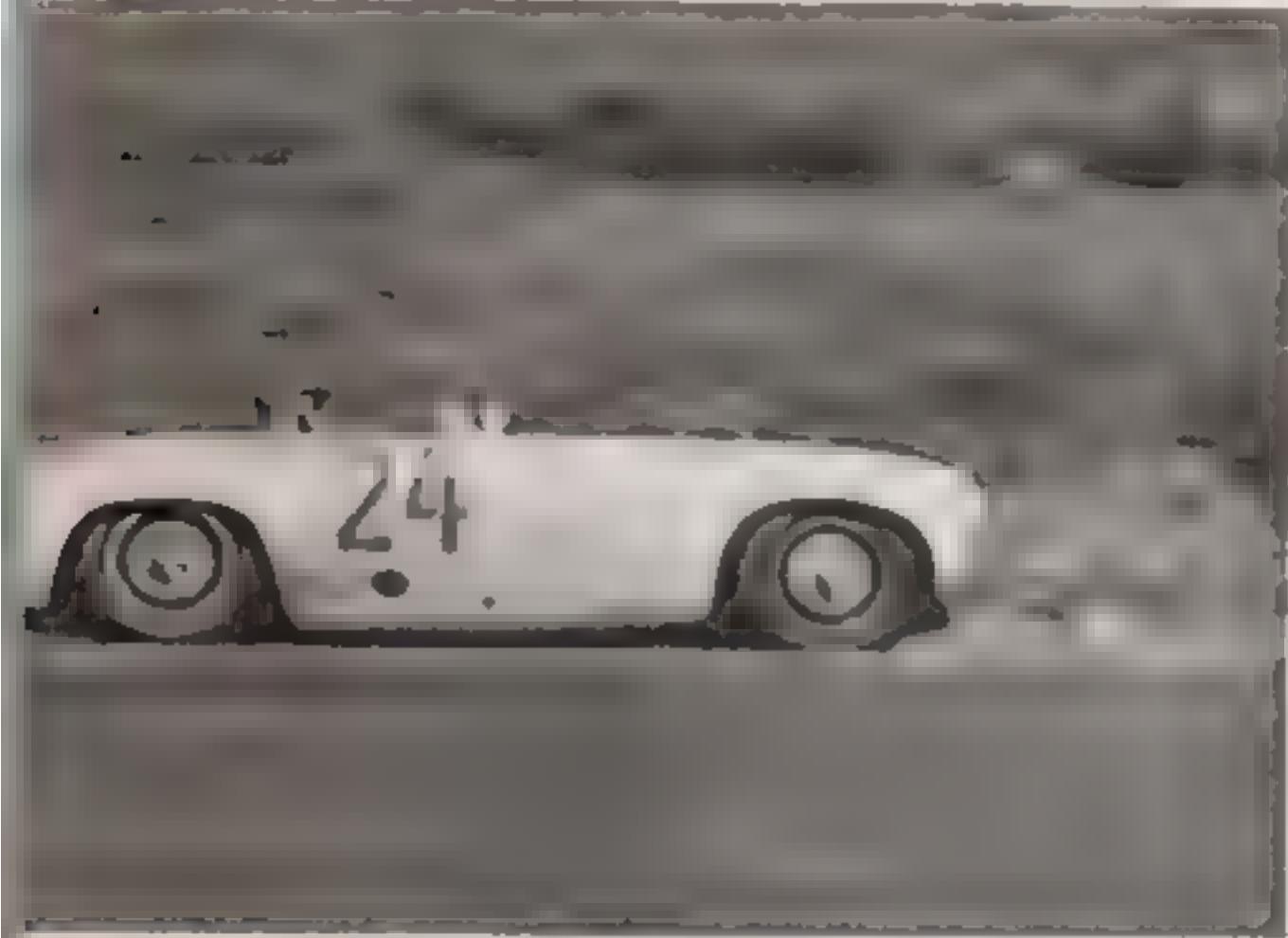


**ADVICE** (Above) Team chief Neubauer gives some last-minute advice to Lang in the r

# RS AT NÜRBURGRING

Open Versions of the 300SL and Supercharged Type 300SLK

(Photographs by P. C. Taylor)



Karl Kling in practice with the supercharged car



Instructions to Kling who finished second to

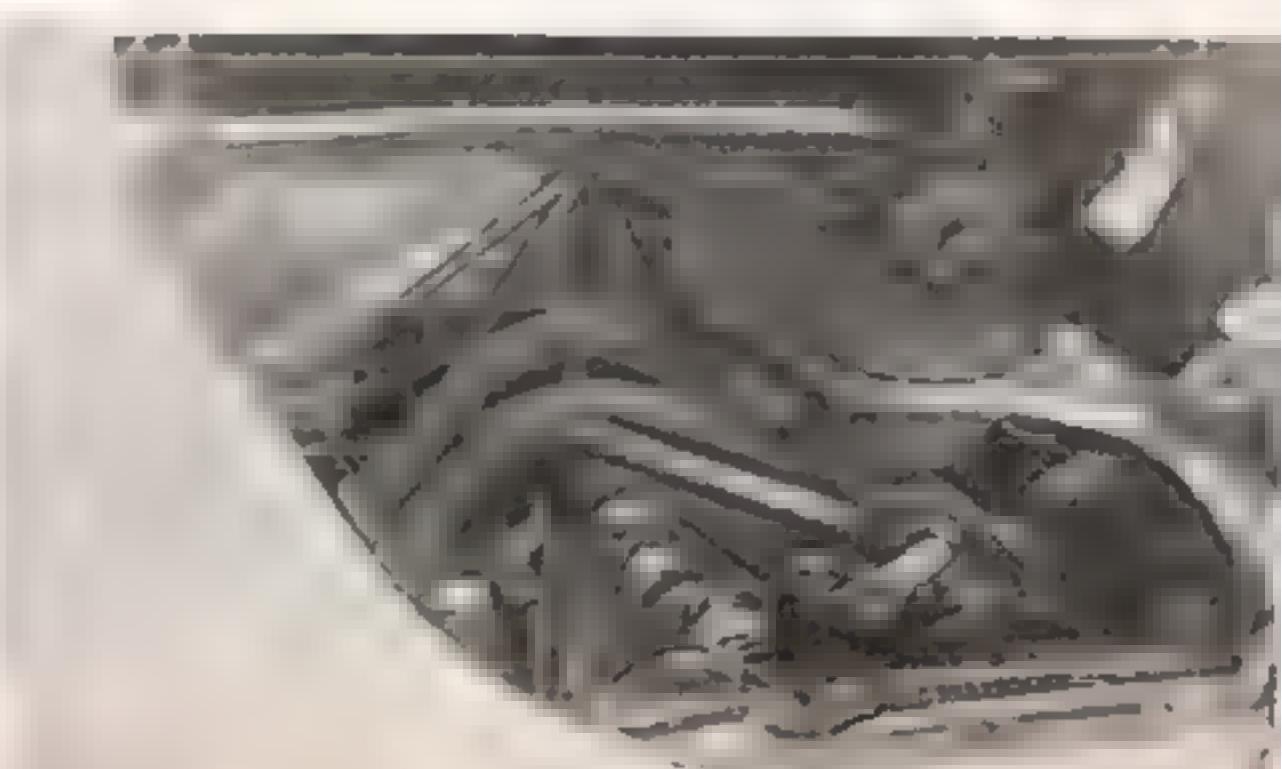


Above: The Roots-type supercharger has three carburetors mounted directly on to the engine.

Right: The unsupercharged engine has three round-draught carburetors with a forward-looking air scoop.



MIT KOMPRESSOR (Above) The engine of the supercharged 300SL. Motoren-René driven in practice by Karl Kling. Fuel is drawn from three carburetors and compressed by a Roots-type supercharger.





## BANK HOLIDAY LYDSTEP

A 500 c.c. KIEFT driven by D. Boshier Jones clocked the best car time of the day in 33.56 secs. at the Tenby M.C.'s hill-climb at Lydstep Haven, Pembrokeshire, on Saturday, 2nd August. Ken Wharton, holder of the Welsh hill record with his famous twin-cylinder Cooper was away at Boreham with the B.R.M. but his figure of 32.36 secs. remained unbeaten. Col. C. G. Arengo clocked 33.96 secs. with his 948 c.c. J.A.P.-engined Arengo, and climbed in 34.86 secs. with his 500 c.c. car. On his second run in this class a chain broke as he was leaving the line, while Boshier-Jones's car also suffered mechanical trouble.

Driving his 1,097 c.c. Cooper-J.A.P. C. Heath slid off the road when nearing the top, the car hitting a bump and being airborne for several yards, despite this his time was 35.33 secs., securing second place in the class to Arengo. A cracked wheel prevented Heath from making a second climb. Third fastest "1,100" was the blown Magnette-engined Turner, driven up by B. J. Smith in 39.15 secs.

W. Lloyd Edwards (Ford Spl.) of Carmarthen broke his own 1,100 c.c. sports-car record with a climb in 38.31 secs., and C. H. Threlfall in Tojeiro took the 1½-litre U.S.—1,100 c.c. S class. The 2½-litre sports class was won by K. N. Rudd's Healey, but J. Jones made a valiant effort in a 2½-litre open Riley, a lengthy car not at its best on Lydstep's narrow, winding grade. After recording third best time in the class in his initial climb, Jones skidded at the quarry turn during his second run, sending straw bales flying and running perilously close to the edge of a steep drop to the woods below. He righted the car in time, how-

LYDSTEPPING OUT (Above) D. Boshier-Jones (Kieft) 33.56 sec. (over 500 c.c.) in the Tenby M.C. hill-climb on Saturday, 2nd August.

TOES IN (Right) J. McKee corners his Mercury-engined special  
(Photo: M. R. Williams)

ever, and continued his climb, leaving spectators gasping.

J. Peatfield's larger Ford-engined Special won the over 3-litre sports class by .21 sec. from his brother driving the same car. An XK 120 Jaguar and a Mercury Special tied for third place.

### RESULTS

**Sports and Closed Cars, 751-1,100 c.c.** U.S.: 1, W. Lloyd Edwards (Ford Spl.) 38.31 secs.; 2, N. Lawrence (Singer) 38.80; 3, J. J. Peatfield (Peatfield Spl.) 41.15 secs.

**Sports-Cars, 1,101-1,500 c.c. L/S, 501-1,100 c.c. S:** 1, C. H. Threlfall (Tojeiro) 36.61; 2, W. Lloyd Edwards (Ford Spl.) 38.40; 3, J. J. Peatfield (Peatfield Spl.) 42.40.

**Sports-Cars, 1,101-1,500 c.c. S, and 1,501-2,000 c.c. L/S:** 1, S. T. Reece (Dellow), 43.01; 2, N. Lawrence (Citroën), 47.64.

**Sports-Cars, 2,001-3,000 c.c. L/S, and 1,501-2,000 c.c. S:** 1, K. N. Rudd (Healey), 37.56; 2, H. J. Hunter (Healey), 38.84; 3, J. Jones (Riley), 41.22.

**Sports-Cars, over 3,000 c.c. U.S.:** 1, J. Peatfield (Peatfield Spl.), 35.56; 2, P. Peatfield (Peatfield Spl.), 35.77; 3, J.

McKee (Mercury Spl.) and G. P. Richards (Jaguar), 38.28.

**Racing-Cars, up to 500 c.c. 1 D.** Boshier-Jones (Kieft), 33.56; 2, C. G. Arengo (Arengo), 34.86; 3, J. Nei (Kieft), 38.45.

**Racing-Cars, 501-1,100 c.c. 1, C. G. Arengo (Arengo), 33.96; 2, C. Heath (Cooper), 35.33; 3, B. J. Smith (Turner), 39.15.**

**B.I.D.:** D. Boshier-Jones (Kieft), 33.56 secs.

### SPELGA HILL-CLIMB

ON Saturday week, 23rd August, the Newry and District M.C. will run their annual hill-climb event at Spelga Pass, County Down, commencing at 2.30 p.m.

Cars will be classified according to type and there will be a handicap class open to all competitors and a class for cars of any type. B.T.D. gains the Addison Ingram Memorial Trophy and Replica, and each car will have two runs. Spelga is on the main Hilltown-Kilkeel Road.



### BRENT VALE'S FIRST A.G.M.

The first A.G.M. of the Brent Vale Motor Club was held at the Byron Hotel, Greenford, on Tuesday, 22nd July. In his opening remarks, the Chairman, R. H. Jorden-Cooke, thanked all members for their enthusiasm and co-operation during the first year of the club's existence. The Hon. Secretary, in his report, stated that of the competitions held in the past year, most popular was the Driving Tests held last April. It was for this event that the Founder's Trophy was first presented and will be competed for again next year. Later in the evening it was suggested that another trophy be presented annually for the "Sportsman of the Year" to the member who achieved the best all-round results in competitions to be held in the next 12 months. It was felt that this would attract many more competitors to some of the very interesting events that the club hold.

With the exception of one retiring committee member, all the officers of the club were returned unopposed for the ensuing 12 months. Hon. Secretary of the Brent Vale M.C. is R. H. Whincup, 42 Melbury Avenue, Norwood Green, Southall, Middlesex (Telephone Southall 1242).

## LIVERPOOL DRIVING TESTS

**Mike Howarth (Ford Anglia 10) Best Performer**

LIVERPOOL Motor Club has certainly taken a new lease of life with its very successful series of six driving tests held for the second occasion at Speke Airport on 3rd August. An entry of 65 competitors, including many well known in the rally world, made up the four classes of under and over 1,500 c.c. open and closed cars. Great credit is due to the organizers who with meticulous care displayed each test in large diagrammatic form for all to see, in the Liverpool Flying Club's lounge.

Several departures from the normal routine of driving tests were incorporated, such as the presenting of cash awards together with the main trophies



which were allocated on a bonus mark system which proved effective.

Test 1 consisted of four garages, the entrance to three of which backed on to the start line, with engine running competitors had to enter all four in either forward or reverse, finishing outside the start line. Most drivers reversed in the wrong direction, so scores in the back side of the marks. Test was performed correctly by only a few, the worst times and exceptional performances were K. Bailey (Morgan), 36 secs.; W. Holt (Dellow) 8 secs.; M. Howarth (Anglia 10) 11 secs.; J. Hall (Cresta) 4 secs.

Test 2 comprised a 100-yard dash through three pairs of pylons followed by a reverse turn where the driver had to return to stop just on the start line. This was far too long and competitors were naturally tired at the third attempt, which could be cut out with advantage for the next occasion. A few legs enough few pylons were knocked down, indeed one sporting type in a 4½-litre Bentley d/b coupé had hardly enough strength left to finish the test alone knocking pylons over. Average



**FLRY TO PORT** Scene at the chicane in Test 5, featuring (above) Ken Bailey (Bailey Spl.) and (left) Geoff Holt in his TD MG.

on 3 places varying from concrete to loose gravel, so spin attempts successful at one pylon resulted in loss of control at another. Average times here were 35 secs. The better times were G. Holt (M.G. TD) 31 secs.; C. Mudie (M.G. TC) 31 secs.; G. Hill (Ford Spl.) 31 secs.; G. Tyre (M.G. 1½) 33 secs.

Test 3 was a 100 yards dash through a well-marked chicane, hairpin left into a garage, a 40-yard reverse to a further garage, then 170-yard dash the reverse way through the chicane to stop astride the start line. This test was perhaps the most correctly performed; penalties here were mainly due to collision with the rear of No. 2 garage. Mrs Doreen Reece excelled herself by completely demolishing this garage, leaving an astonished marshal flat on his back with a 15-foot plank swaying gently on his posterior. Average times were 40 secs. Best times were those of J. Ray (Morris) 31 secs.; K. Bailey (Bailey Spl.) 32 secs.; M. Howarth (Anglia 10) 36 secs.; J. Wallwork (Vanguard) 37 secs.

Test 4 was a 100-yd dash through five pylons which were being rapidly repositioned by the marshals. This failed 75 per cent of the entries, as they were cutting to read the signs before moving on to the next pylon. Some drivers were able to do this and never be caught, and others, who were more wrong than right, were successively hit by the pylons. Best times were K. Bailey (Bailey Spl.) 9 secs.; J. Cunningham (XK 120) 16 secs.; M. Howarth (Anglia) 17 secs. and J. Taylor (Austin) 18 secs.

Test 5 was a 100-yd dash through three pylons in a square, followed by a clockwise return to finish astride the start line. This test tested car handling to a degree, as each pylon required to be negotiated individually. A few legs enough few pylons were knocked down, indeed one sporting type in a 4½-litre Bentley d/b coupé had hardly enough strength left to finish the test alone knocking pylons over. Average

### RESULTS

**Outright winner:** M. Howarth (Ford Anglia 10); 2. K. Bailey (Bailey Spl.); 3. J. Wallwork (Vanguard Saloon).

**Class winners:** I (Open cars up to 1,500 c.c.) G. E. Holt (M.G. TD); II (Closed cars up to 1,500 c.c.) G. Tyre (M.G. 1½); III (Open cars over 1,500 c.c.) J. Cunningham (XK 120); IV (Closed cars over 1,500 c.c.) F. Calvert (Ford Consul).

**Ladies' prize:** Mrs. Mudie (M.G. TC)

# Correspondence

## Fire!

AT THE ON I am not familiar with fire protection equipment. It appears to me that a fire extinguisher system could quite easily be installed in any type of car, similar, as suggested by John Bolster, to that used in aircraft.

There are two systems that could be employed, one intended for sports-cars where an electrical supply is available, and one for racing-cars which would require manual release.

For sports-cars the system would be to install one or two sealed cylinders of methyl bromide under pressure in suitable positions in the engine compartment, but not in dangerous places, and wire them to the electrical system of the car and to a push button on the dashboard. When the button is pressed the current explodes a charge in the head of the cylinder and discharges the liquid through a capillary pipe system to the danger spots where it is released in a fine spray, quite sufficient to extinguish any normal fire.

Care should be taken in fixing the wiring to the cylinders. This should be carried out in armoured cable or the wiring fitted in a shielded position, otherwise the cables may be destroyed before the driver is aware of the conflagration.

In racing-cars where no electrical supply is present the cylinder of methyl bromide should be mounted in the cockpit and a capillary pipe system, similar to that used in sports-cars, is fitted. The extinguisher is actuated by removing a split pin from the mechanism of the cylinder which releases a spring-loaded plunger to puncture a copper sealing disc and release the liquid to the pipe system.

When fitting spray nozzles in the danger spots consideration should be given to the possibility of the spray being deflected if the extinguisher is discharged whilst the car is in motion, otherwise the full effect of the spray may be lost in cooling the so-called "fireproof bulkhead".

The advantage of using methyl bromide as opposed to any other solution is that it is absolutely non-corrosive and non-conductive and therefore allows the engine to be restarted after the fault is rectified.

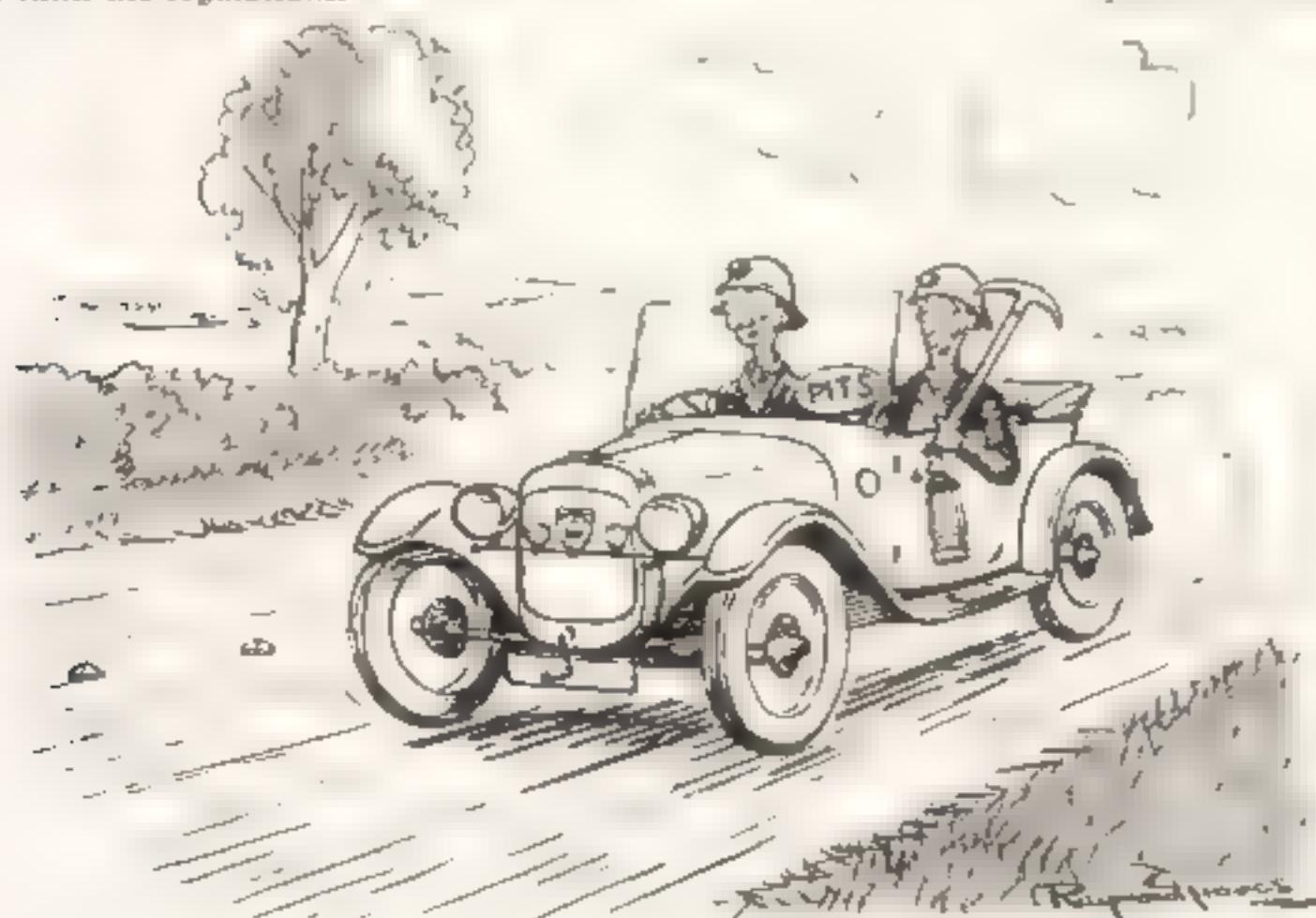
KINGSTON HILL, SURREY

KENNETH TRISTRAM

## Trials Regulations

IN his letter to AUTOSPORT dated 27th June Mr. Imhof makes a very misleading statement, which has been taken literally by two other correspondents. To say that the proposed regulations aim at banning the Austin-Ford Special is not only untrue—it is the exact opposite of the truth.

What the regulations actually do is to ban the trials freak with its engine under the passenger's knees. Any Austin-Ford Special with its engine in a rational position comes well within the regulations.



Five years ago trials flourished. It was then possible to build a Special which could be successfully raced one weekend and win a major trial two weeks later. The development of the mid-engined freak has made this increasingly difficult, until the present position is that not one major trial has been won this season by a car that could be successfully raced.

If the new regulations are approved, they will enable the impecunious amateur to build himself a Special which he can use for 1,172 Formula racing in summer and trials in winter and which will also make a very pleasant road car.

BARTON-ON-SEA, HANTS.

A. M. R. MALLOCK

WHAT most correspondents do not seem to realize is that one of the most important reasons for alterations to the regulations is so that the special becomes "de-specialized". If this means that some of the abominations which cannot be driven safely on public roads are rendered ineligible and "go to work cars" can be used, something will have been achieved and entry lists will lengthen again.

H. M. S. "HOWE".

ROBERT BARLOW

## The Georges Irat

I HAVE fairly recently acquired a 1939 Georges Irat coupé and would be very interested to hear from any reader who has owned one of these models.

As you probably know, they are fitted with Neiman rubber coil suspension and I would be particularly interested to hear other owners' opinions on this suspension which is, in my opinion, the weakest point in an otherwise very pleasant motor car.

17 VIC FIRTH AVENUE  
WEMBLEY HILL, Middlesex

DENNIS WAKELING

## Boreham

MAY I make one or two comments on the organization at the Boreham International meeting? Firstly, it is a great pity that the only lap scoreboard on the course is opposite the main grandstand—inaccessible to most of the spectators. Would it not be possible to erect one or two others, say, at Waltham and Orchard Corners? After all, they do have more than one at Silverstone, and these are a tremendous help to spectators who have difficulty in keeping their own lap scores. And it is difficult, even for an experienced racegoer, when the cars start lapping one another.

My second point is in regard to the public address system. During the first few laps of the sports-car race (Classes E-G) there was no loudspeaker commentary at all, and when the cars came round on the first lap, quite a number of spectators were under the impression that it was only the warming-up lap. Electricians were still going round repairing faulty connections. Surely these snags could have been ironed out before the racing started?

Lastly, would it not be possible to have a little more amplification on the loudspeakers? Even when some distance away, the cars make it difficult, if not impossible, to hear the whisper of the commentators. This also applies at Silverstone, although at the latter it seems rather to be a deterioration from last year, when the commentary was quite audible.

As regards the traffic problem at Silverstone, the answer seems to be to provide more entrances and exits. There are but two, whereas at Boreham there are several, and at the latter, spectators' cars seem to get away with little difficulty or delay. This is not a moan, but just an attempt to be helpful. Good luck to the B.R.D.C. and the W.E.C.C. in their untiring efforts to provide the British public with truly magnificent racing spectacles (not the Bevan kind!).

KIDDERMINSTER.

E. BACKWELL

**Flag Signalling at Brands Hatch**

**A PROPOS** the recent correspondence on flag signals I wonder what your readers will think of the following astonishing incident I witnessed at the "International" meeting at Brands Hatch on August Monday.

During one of the heats a Cooper and a J.B.S. collided on the bottom short straight opposite the timing box on the upper straight. The J.B.S. stopped in a crippled state in the middle of the track and was quickly pushed out of danger while the driver of the Cooper, having overturned, lay on the outside verge of the track. The flag marshal promptly produced the yellow flag and proceeded up the track to warn other competitors, when another official from the group around the timing box rushed down to him, seized the flag and walked back towards the crash, on the outside of the course. Later another yellow flag was produced but exhibited on the outside of the track. Meanwhile the original marshal stood looking rather at a loss and with nothing to do.

Surely if the officials in charge of a meeting are not clear in their own mind on flag signalling, how can the ordinary marshal be expected to know?

Incidentally, flag signalling at this particular track seems a pretty courageous business judging by the number of cars that go out of control on the infield.

D. RIVERS

ROCHESTER, KENT.

**Praise for the B.B.C.**

I DO hope that some of your readers will agree with me when I congratulate the B.B.C. on their programme on Wednesday, 6th August, at 9.15 p.m.—the story of Royce and the beginnings of Rolls-Royce. It indeed was a wonderful programme, and at the end one was able to appreciate why those cars are on the top shelf.

We all run the B.B.C. down for not giving us much time for racing (motor) commentaries, but all praise should go to them for this last effort.

"MARK II"

HIGH WYOMING, YORK.

**The B.R.M.**

I AM an ardent supporter of Raymond Mays and realize the prestige he has gained for this country with pre-war E.R.A.s, both before and since the war, against much more modern opposition. Being also a staunch enthusiast and member of the B.R.M.A., I have not taken kindly to the welter of criticism from often amateur and ill-informed quarters.

I was, therefore, very pleased to read your Editorial in the 8th August issue. To me it is the obvious, only fair, but most damning criticism of the project. If one sets out to build a racing-car to compete in a certain formula, such a car should be able to compete on any circuit, under any conditions.

I would be most interested to hear a reply from Bourne to, what appears to me, also an amateur, an unanswerable accusation.

I have no criticism to make, but only sympathy for the many "teething troubles" that have had to be overcome which I have always believed to be the lack of money and unorthodox design "from stem to stern". To those who say "£200,000 ain't hay!" I can only reply that it has largely been "in kind" and that the good people who have so provided have not always been able to do so at the time the B.R.M. has needed the parts.

PETER LISTER

DOVERCOURT, ESSEX.

**O**WING to the kindness of a friend who loaned me a copy of AUTOSPORT, I have read the editorial "Inquest" on the B.R.M. in your issue of 8th August.

If we disregard the performance of Wharton, not a very difficult mental operation, we see that the B.R.M. only failed at Boreham as a direct result of Gonzalez's misjudgment. In writing of the car's supposed unmanageability on a wet track you have apparently forgotten its two victories in the rain at Goodwood on 30th September, 1950, when Parnell drove it. There have certainly been occasions since then when even the skill of a first-class driver would have been cancelled by the faulty preparation from which the cars have undoubtedly suffered. Here we must reflect that the E.R.A. Co.'s last pre-war creation, the "E" type, never ran satisfactorily until it came under the spell of W. E. Wilkinson at Derby.

The solution to the B.R.M. problem therefore would seem to be to get Wilkinson to tune it and Parnell to drive it again.

There is only one snag. I do not believe either of these gentlemen would work for a committee consisting of more than one member.

There we have the complete answer to the failure of the B.R.M. project.

BRIAN R. BATTERSBY

CHELMSFORD.

\* \* \*

**That Over 100 m.p.h. Lap**

The reference in 8th August issue, to Villorosa's practice lap (101.13 m.p.h.) at Boreham, as being the first 100 m.p.h. lap since Brooklands, is surely incorrect. Are you not overlooking the lap by Gonzalez at Silverstone last year?

In practice for the British Grand Prix, he was credited with a lap at 100.57 m.p.h.; this, therefore, would mean that the Argentinian, and not the Italian, recorded the first 100 m.p.h. lap in British motor racing since before the war.

HAROLD HUNT, JNR.

COVENTRY

(Mr. Hunt is quite correct. We regret overlooking the 1. m.p.h. 41.4 sec (100.57 m.p.h.) lap by Gonzalez (Ferrari) at Silverstone in July 1951. The Argentinian is therefore the first driver to lap at over 100 m.p.h. on a British circuit since before the war—L.H.)

\* \* \*

**Trials Specials**

Who are all these people with pockets large enough to afford £921 10s. for a TD MG to bash around the rocks or submerge in mud. Stan Jenkins is the first correspondent to bring this point up and he is perfectly correct. Even a TD wouldn't be good enough as the next trial entries list would include a brace of 120's and gaggle of DB3's, then Mr. Lang or Mr. Ascari would arrive and then we would all have had our chips.

Surely there are enough rallies, hill-climbs, sprints and races for the production car exponents without them wanting to upset the trials lark. And who decided that if the regs. are changed the date of enforcement would be 1.1.1953? If you have £200,000 to play at Grands Prix with, the F.I.A. allows five years before altering the regs., but if you have £100 to build a special you don't get even five months before your bit of iron becomes obsolete.

A fantastic quantity of equipment is not required to build a trials special. A welding plant, yes, but nothing more than any keen type would not have in his garage. My own effort originated from a wrecked Ford purchased for £42, plus, say, £70 for reconditioning, plus a lot of sitting on a box gazing at a stack of ironmongery and then a lot of hard work.

Let the trials boys have their sport without making the cost prohibitive.

BILL STEPHAN

SMITHWICK, STAFFS.

**Know the Chevrolet Hamilton Special?**

A FRIEND of mine a few weeks ago found a name badge which had apparently fallen from a car, the name being Chevrolet Hamilton Special. I am interested to know whether this Special was a "one-off" car, or whether more than one were made, and I wonder if any of your readers could throw some light on the subject.

R. LAURENCE

BRAINTREE, ESSEX.

**Formula 2 and the new Formula**

J.V.B. is obviously very happy about Formula 2, both with our showing and from the point of view of spectacle. Agreed, it has been a great season with grand racing being provided by our 2 litre lads, but there is a side of the picture which is far from bright and that is our International standing in this formula and in the new formula when it comes in.

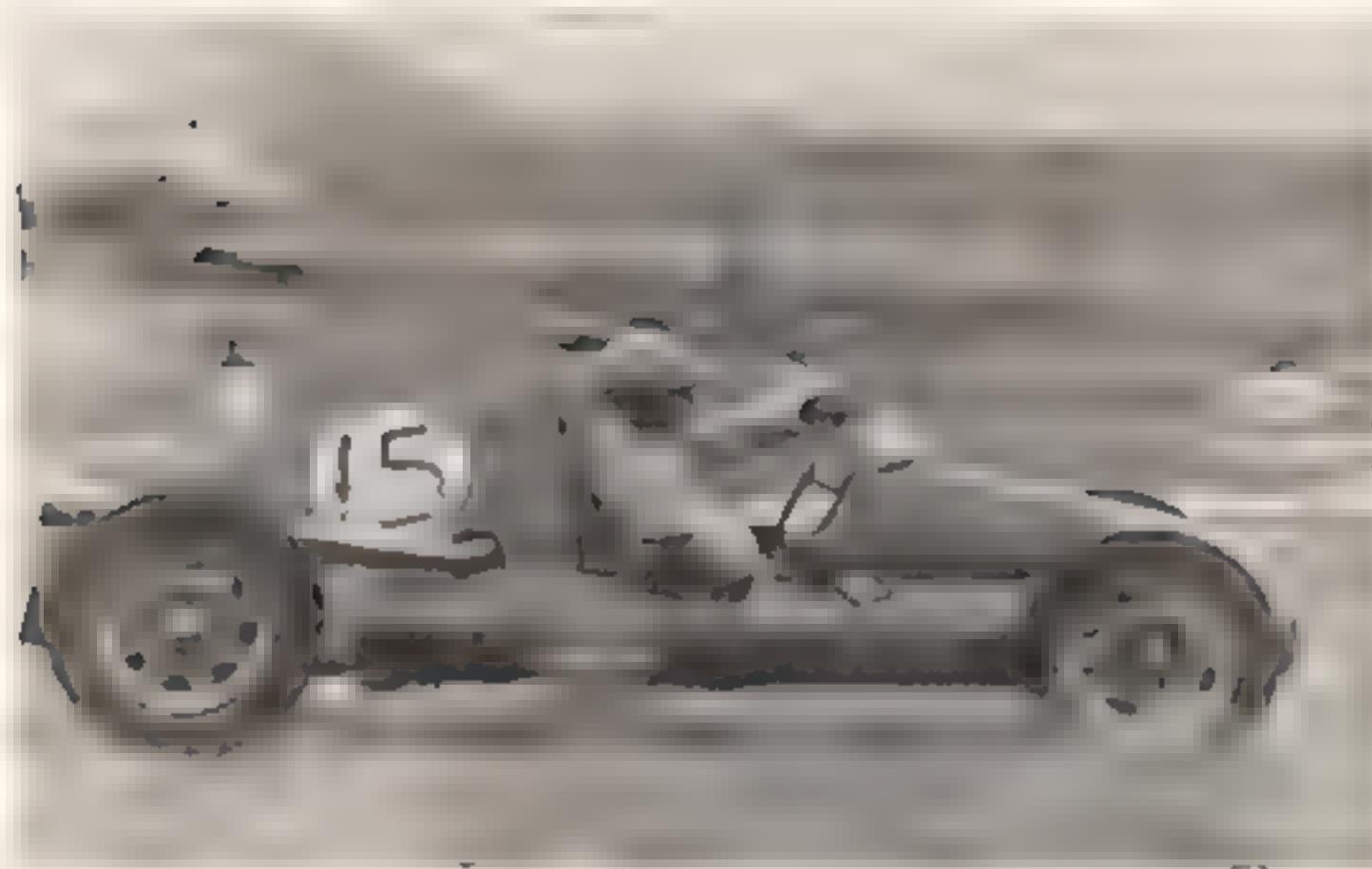
No machine has emerged this season with a chance of catching Signor Ferrari's products unless the Italian cars suffer.

Wonders have been done, particularly by Mr. Hawthorn Senior, with the Bristol engine, but we can never match the Italian and French machines on this basis, no matter how hard we breathe on our engines.

The only hope lies in a purpose-built racing unit, but that needs money—and are the manufacturers likely to support another centralised all-out effort on the lines of the B.R.M.? The answer would presumably be NO, NO, NO, so where then are we to go for money? Has J.V.B. any ideas?

P. DENDY

CHELMSFORD, ESSEX.



## ABERDEEN AWAY

**Terrific Parker-Sanderson Duel Makes Crimond 500 Race the Day's Fastest—Ian Stewart Wins Again in XK 120C; Ron Flockhart First in "Formule Libre" Event**

LAST Saturday's Crimond meeting of the Aberdeen and District M.C. was subjected to much rain, but the longest dry spell of the afternoon resulted in one of the best 500 races that has been seen in Scotland for a very long time. In the sports-car races J. N. Lawrence of Cullen had a good day in his well-prepared and self-tuned Cooper-M.G., while Ian Stewart drove his C-Type with that unflurried competence that is so delightful to watch. The new Frazer Nash of Aberdeen driver Joe Little looks like proving a thorn in J. H. W.'s flesh once Little gains complete confidence in the feel of it.

The day opened with a 10-lap race for sports-cars of unlimited capacity from the Le Mans start Bill Dobson (Jaguar) got away with the utmost celerity but, before he had rounded Kangaroo Bend, his Ecurie Ecosse stable mate, Ian Stewart in the C-Type—was in the lead and stayed there for the rest of the race. Lying fourth for the first three laps, Jack Walton nipped into third place just before Haddo Bend in the fourth lap with his S.U.-tuned Frazer Nash going like the Night Scot, but just after rounding Fireworks Corner in the fifth lap a throttle spring broke and Jack dropped out. Thereafter, Stewart Dobson and Duncan, an Aberdeen driver, rode like astern in their Jaguars and interest was centred on J. N. Lawrence who drove very well indeed and kept his little Cooper-M.G. in front of the Jaguar being driven by J. S. Clark.

In the five-lap event for sports-cars up to 1,300 c.c., J. N. Lawrence (Cooper-M.G.) simply walked away from the MGs of Ian Sutherland and Duggie Adamson. He won by a full 23 secs. while gearbox bothers ended the ambitions of Hamish Wilson in his own MG, just after he rounded Strathbeg Hairpin in the second lap.

This race was followed by a tour de force among half-litre races. Ninian

Sanderson (Cooper) was away to a good lead from AUTOSPORT Championship leader Don Parker and stayed in front of the Kieft for ten laps. In the second lap J. E. Byrnes (Kieft), motoring with a split oil tank, spun round just as he was making for Haddo Corner. He got back in again but the tank, jury-spun with Bostik, continued to leak and although Byrnes drove hard he ran off the road in lap seven and was forced to give up. Third lap saw Cliff Carter (P) spin a half twirl at practically the same spot and then, in the eighth, Cliff took the tight bend just after Strathbeg Hairpin just that little bit too fast. An oil drum jammed between the nearside front wheel and the chassis, so that the

**HALF-LITRE HURRYING:** Ninian Sanderson (Cooper) who won the 500 c.c. race after a thrilling duel with Don Parker (Kieft)

### RESULTS

**Sports-cars, up to 1,300 c.c. (5 Laps):** 1, J. N. Lawrence (Cooper-M.G.), 10 mins. 2.8 secs., 58.75 m.p.h.; 2, I. Sutherland (M.G.); 3, D. I. H. Adamson (M.G.).

**Sports-cars, up to 1,600 c.c. (8 Laps):** 1, J. N. Lawrence (Cooper-M.G.), 16 mins. 23.4 secs., 58.55 m.p.h.; 2, I. Sutherland (M.G.); 3, R. D. Barrack (Jowett Jupiter).

**Sports-cars, up to 2,500 c.c. (8 Laps):** 1, J. H. Walton (Frazer-Nash), 15 mins. 27 secs., 62.04 m.p.h.; 2, J. Little (Frazer-Nash).

**Sports-cars, Unlimited (10 Laps):** 1, Ian Stewart (Jaguar XK 120C), 18 mins. 13.2 secs., 64.7 m.p.h.; 2, W. A. Dobson (Jaguar XK 120); 3, D. G. Duncan (Jaguar XK 120).

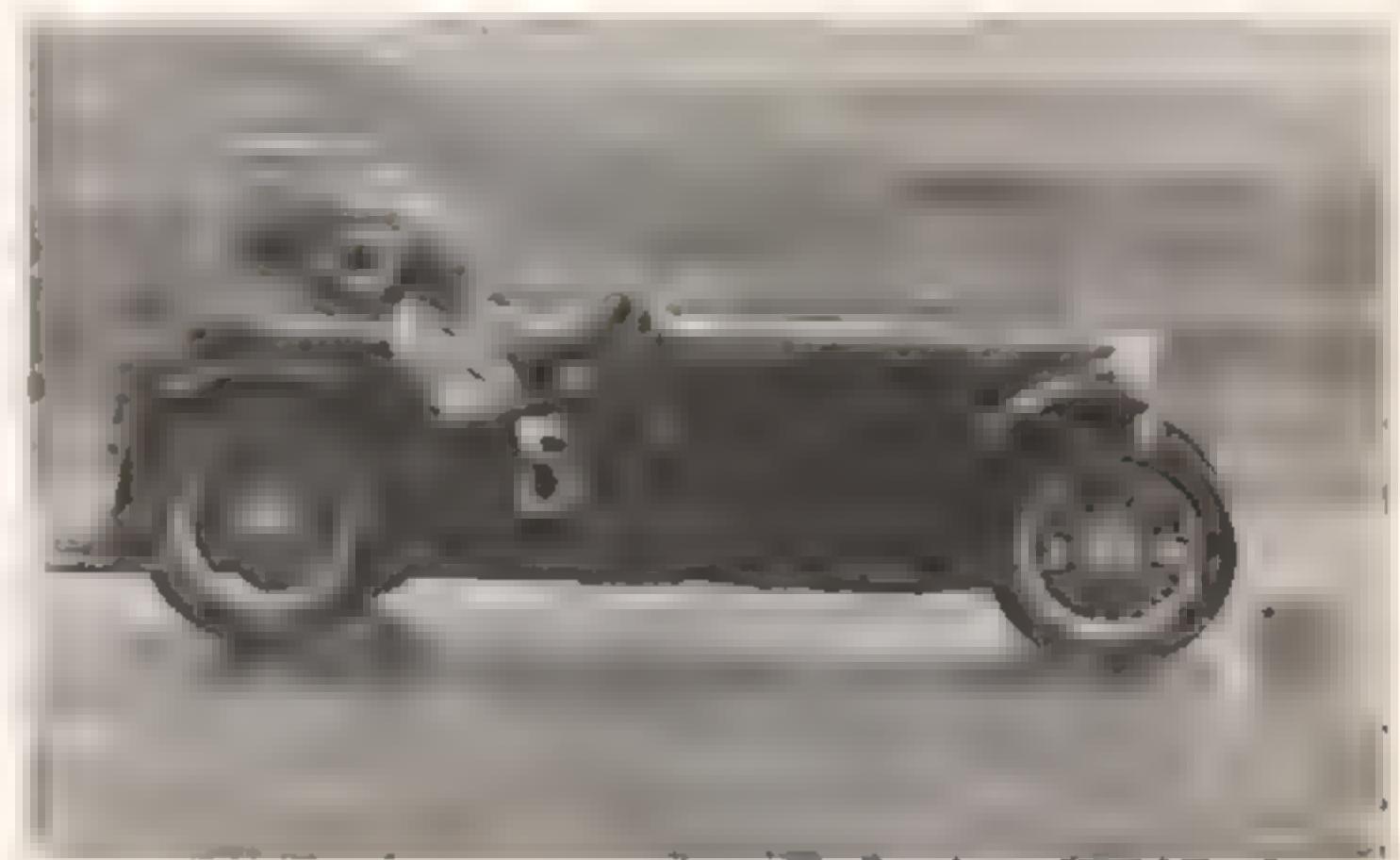
**Racing-cars, 500 c.c. (20 Laps):** 1, Ninian Sanderson (Cooper), 36 mins. 1.8 sec., 66.64 m.p.h.; 2, Don Parker (Kieft); 3, J. Reece (Cooper).

**Racing-cars, "Formule Libre" (20 Laps):** 1, R. Flockhart (E.R.A.), 36 mins. 30 secs., 65.7 m.p.h.; 2, N. Sanderson (Cooper-Bristol); 3, A. W. Birrell (E.R.A.).

**Fastest Lap of the Day:** Don Parker (Kieft 500), 1 min. 43 secs.

quick wrench of the wheel to right himself resulted in a broken wishbone casting on the offside front wheel.

And so it went on until the twelfth lap when Sanderson (Cooper) and Parker (Kieft) squared down to an amazing battle in which Don knocked over oil drums like ninepins in his determination to stay out in front of Ninian's Cooper. They passed and repassed until the spectators were hoarse with cheering. As evidence of Parker's determined and skillful driving his Kieft clocked the fastest lap of the day, but the young Scot just wouldn't be outdone. At the end of a race which will long be remembered



**DOUBLE SECOND:** Ian Sutherland (M.G.) finished second in Races 1 and 2, both won by J. N. Lawrence's Cooper-M.G.

by Aberdeenshire's fans it was Ninian Sanderson first and Don Parker second.

An eight-lapper for sports-cars up to 1,600 c.c. and up to 2,500 c.c. was run concurrently and again J. N. Lawrence (Cooper-M.G.) brought home the bacon among the small cars while young Gray Mickel had a miserable time in his Singer with a sorely afflicted magneto. Jack Walton's Frazer-Nash had been brought back to full fettle and took the honours among the large cars. It looks however, as though he has real competition in Joe Little's new Frazer-Nash and once Little really gets the feel of this car the sparks should fly in real earnest.

Final race of the day was the 20-lap *Formule Libre* event. Despite blinding rain Ron Flockhart drove the D-Type ERA with supreme confidence but regrettably, his obvious and most likely challenger Ian Stewart in the C-Type Jaguar—packed up with back axle

bothers in the eleventh lap at a time when he was harassing Flockhart and making a real race of it. Throughout the race spectators could hear the distinctive note of the David Muir Cooper-Bristol which was driven exceedingly well by Ninian Sanderson.

Close behind Sanderson came Burrell in the A-B Type ERA. A team-mate of Flockhart's in Alba Union, Burrell drove a very steady race and it is reckoned that this must be the first time an A-B and a D-Type ERA have squared together in any Scottish event. The field for this event was a good one.

Bill Dobson (Jaguar), Bill Skelly (Frazer-Nash), L. Manduca in the Alta whose brakes faded completely in lap eight, D. G. Duncan (Jaguar) and others. None of them, however, seemed to be a match for the ERA's and the Cooper Bristol. At the wind-up therefore, it was Flockhart, Sanderson and Burrell—1, 2 and 1.

The day's sport was much too long drawn out, and although the Aberdeen officials are pleasant, courteous and friendly they still have things to learn about running a meeting. A lot of ringed edges were visible and, after insisting John Stenhouse to do the commentary, it was folly to expect him to stand on top of a control tower completely without windows or weather protection. The method of seeing that the course was clear left much to be desired and there are certain courtesy obligations which were completely forgotten. I dislike mentioning these things—particularly as the club officials do not lack enthusiasm but I feel it my duty to do so.

The motor-cycle lads contributed a large quota of the day's thrills and there is obviously a strong following for this sport in the area.

A. N. FORD

## CIRCUIT OF CONNACHT AND NORTH-WEST IRELAND

**Kevin Murray (M.M. II) is Outright Winner**

A new venture, run by the Connacht Motor Club, this event was a masterpiece of planning and organization. The fact that the decision to run it was taken far too late to permit its inclusion in the Royal Irish Automobile Club's annual competitions fixture list and that it was announced after most people had made plans for the August Bank Holiday, at which time it was run, were probably the main reasons why it was supported by less than 30 competitors. However, that the event deserved far greater support is an understatement, as the amount of both social and motoring entertainment provided and the quality of the organization were of a very high order indeed.

Sunday, 3rd August—The first day's motoring started from the Town Hall in Sligo. The route that day mainly covered Co. Donegal, competitors travelling north from Sligo to the first control

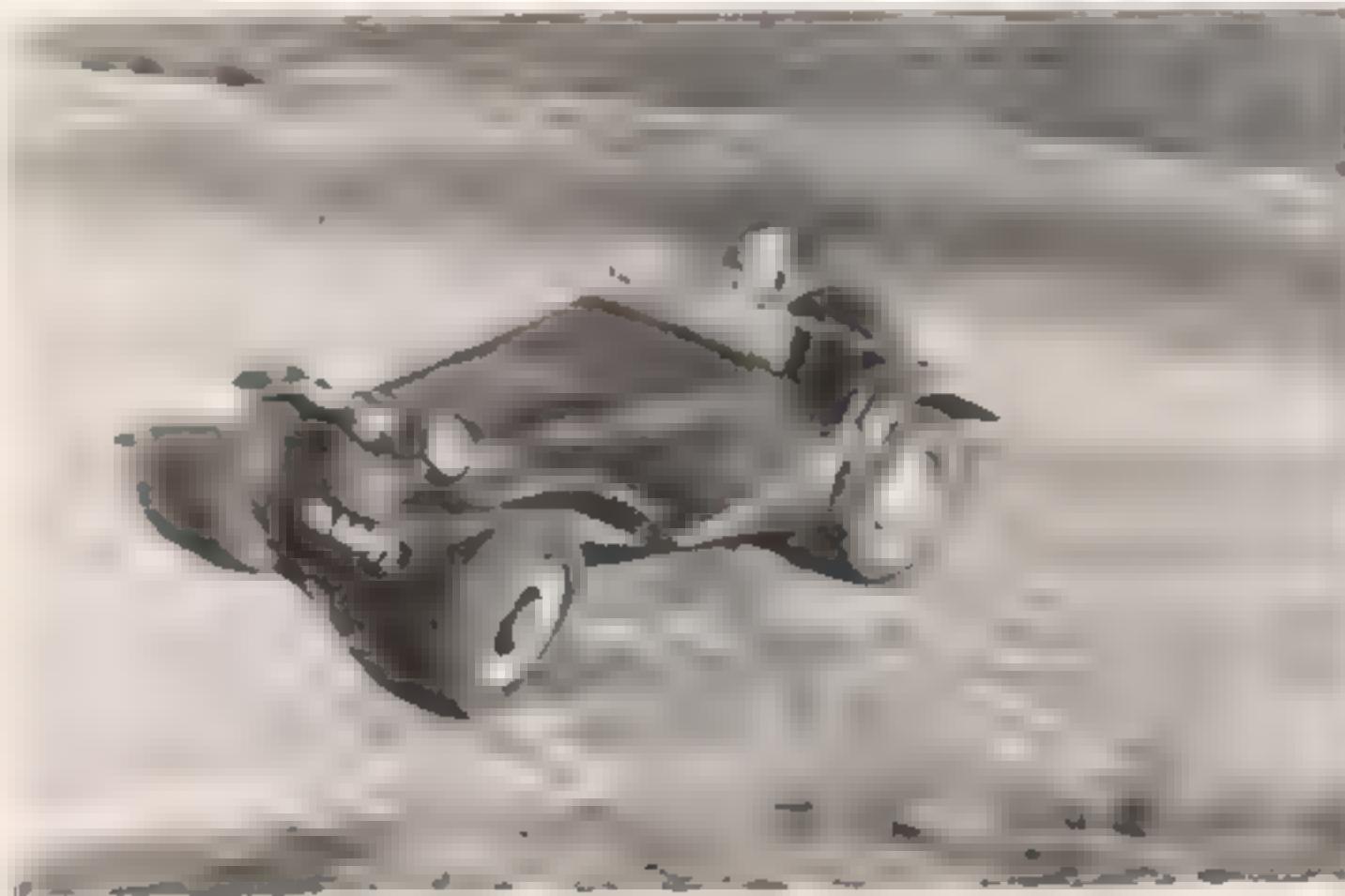
on the road between Ballyfarnan and Altugowan, immediately after which was the first test. Everyone arrived in good order and on time. The test was an affair of uphill acceleration, the driver having to enter his car, which had to have "dead" engine, neutral gear and door closed, and he himself standing outside it. Faster here was trials champion Kevin Murray driving his trials special the neat little Ford Ten based M.M. Mark II.

From test one competitors drove through Ballyshannon to the Garda (Police) Station at Ballintra, the first check point. Here the member of the Garda on station duty signed and stamped competitors' Road Books, an excellent and reliable check system which was used throughout the trial. From Ballintra, through Donegal down to a most difficult and extremely rough section via Leemagowra to Control two

and test two near Meenatagart. This both navigators and drivers something to think about. An extremely easy to miss fork about one mile before the Control caused trouble for a number of competitors, but Elmer Connell confidently led a small batch of cars through this pitfall, including his own Riley Kevin Murray's M.M., Dick Nash's TD M.G. and ATOSPORT's observer, following the trial in his Morris Minor. Presumably due to this and other tricks parts of this section no other competitors arrived at the Control for some considerable time, but all found it eventually and no one was late except Val Baker who was reported as having sheared a stub axle on his Buckler-Ford Special and to have retired.

Test two was a somewhat difficult manoeuvre at a T junction, the creashar of which was both uphill and on a sharp bend. Drivers had to accelerate up through the T and round the bend reverse down into the junction through two very awkwardly placed pylons then accelerate out and round the bend again. Murray was again fastest here and few people had trouble, although Dick Nash (TD), despite the fact that he took greater pains studying the layout than anyone else, lost marks knocking down a pylon, while Paul Soden, driving an enormous Chevrolet, could not manage the pylons with only a single reverse.

After Meenatagart the route took competitors to the third Control at Lough Veagh, after which was held test three, designed somewhat on the lines of test two at a fork junction. Again Murray was fastest, with Hogan second and Tamplin in the little Renault scuttling into third place. Travelling west from Lough Veagh competitors arrived at the Garda Station in Dungloe which was the next check point. Leaving



**CONCENTRATION** Premier Award winner Kevin Murray (M.M. Spd) checks second B.T.D. in the hill-climb after the Glengesh control

Dungloe and travelling south down into the Gleaghs Valley they located Control four, north of Crowbane. Here test four was held and took the form of a timed climb on the mountain road, including two hairpin bends.

Elmer Connell (Riley) was hampered somewhat by a slipping clutch and a loose exhaust system which his wife had bravely held in place for many miles of rough stuff. Best climb was that of Dick Nash (TD), with Murray second best and Michael Kinnane (supercharged TD) third. From here two checks, one at Carrick Garda Station and another on a cross-roads near Ballyconnell, were the only points to worry about on the coast road run back through Killybegs, Donegal and Ballyshannon to Sligo, where the first competitor arrived in at the first day's final Control at about 6.30 p.m. and all cars were locked up in the Butter Market and impounded for the night.

**Monday, 4th August.**—On the second day the Sligo Control at the Butter Market opened at 9 a.m. and the first competitor checked out at 9.45. Elmer Connell found a flat tyre—and a "Brooklands" Riley has no provision for storing a spare! This, with the slipping clutch and loose exhaust system, decided him to retire.

The second day's route lay south and south-west of Sligo in Co. Sligo and Co. Mayo. The Controls were lettered for this section and Control "A" with test five was located up in the Ox Mountains after a run south through Collooney and Coolaney. This was another T-junction test involving passing a number of pylons centrally placed on a narrow mountain road, one side of which was flanked by a small but hidden ditch. Murray again made best time here, with Kinnane second best and Hogan third. Soden's big Chevrolet dropped its nearside wheels into a ditch, but was heaved out with much effort.

On the remaining sections the first check was at Dromore West and a second at Aclare, both Garda Stations. Control "B", near Swinford, Co. Mayo, was followed by test six, a somewhat awkward Y-junction with a pylon in the centre, round which a good deal of passing and repassing in different directions and on different sides was required. Still Murray was the fastest, with the TDs and Hogan's Minx next best.

A long run west through only one check took competitors up into the Pastry Mountains where Control "C" and test seven were located at a point overlooking the beautiful Lough Mask. No one was late here, but the test was at a Y junction on a slope out on the open mountain moor and was more difficult than most drivers appreciated. Reversing round the Y downhill proved a most difficult part of the exercise. Chambers's Sunbeam-Talbot was certainly not lacking in urge or speed but swung itself broadside on when stopping in reverse. Murray drove the wrong way round one leg of the test and so failed it, but Hogan, Nash and Kinnane were all very fast and neat.

Proceeding north along the shores of Doo Lough to check five at Louisberg, the route then proceeded east via Westport to Control "D" back in the Pastry Mountains. Here all competitors were still on time, though several approached from the wrong direction and had to retrace their steps for a few miles. Test eight involved travelling out of a T-junction and back in, then reversing out and forward over the finish. Dick Nash attempted the turning manœuvre in one long slide on the handbrake, but a tyre valve pulled out of his nearside rear tyre, and although he paused the tyre appeared to be holding up so he completed the test. However, it deflated suddenly on the last turn, very nearly putting his TD in the ditch. Murray won this test, with Kinnane and Nash second and Hogan again third.

After Control "D" an extremely difficult short section of 17 miles had to be traversed at 24 m.p.h., navigators having to work here harder than anywhere else as it was a maze of small lanes.

The 70-mile main road run back to

#### RESULTS

**Premier Award:** K. P. Murray (M.M. Special Mark II), 134 marks

**Open Cars:** 1. K. P. Murray (M.M. Special Mark II), 134; 2. R. Nash (TD MG), 132; 3. M. Kinnane (TD MG S.C.), 115

**Saloons Under 1,200 c.c.:** W. Tamplin (Renault), 96.

**Saloons Over 1,200 c.c.:** 1. R. Chambers (Sunbeam-Talbot), 115; 2. C. Hogan (Hillman Minx), 88; 3. P. Soden (Chevrolet), 74

Sligo was an easy section at 30 m.p.h. average, and at the final Control in Sligo, on the Harbour Road alongside the water, competitors had to complete the final test, a straightforward acceleration/braking acceleration exercise of the Monte Carlo type. Murray made the fastest time yet again here and so put the seal on his bid for the Premier Award after two days of really excellent driving in tests and on the road.

H. A. O'BRIEN

#### INTER-CLUB PRESCOTT HILL-CLIMB (10th August)

##### RESULTS

**Best Team (Aggregate of two runs):** Nottingham S.C.C.: Hon. E. G. Greenall (Bugatti-Ford), D. Ryder (Cooper-M.G.), W. S. Kenyon (Frazer-Nash BMW). Team Handicap, 19.10 secs. per run. Grand Total, 277.52 secs.

2. Sunbeam G. N. Mansell (Jaguar), L. J. Tracey (Jaguar), K. Rawlings (Vanguard Spl.), Handicap, 20.75 secs. per run. Grand Total, 283.22 secs.

3. Brighton and Hove M.C.C.: G. A. Ruddock (Lester-M.G.), J. H. Craig (Jaguar), K. Rudd (Healey). Handicap 16.80 secs. per run. Grand Total, 283.54 secs.

##### Morning Runs

**Class 1, 501-1,100 c.c.:** 1. J. W. Broad (747 Austin S), 51.68 secs; 2. J. Weber (1,087 Weber Spl. S), 54.01 secs; 3. I. Blackburn (919 Land Spl. S), 58.17 secs.

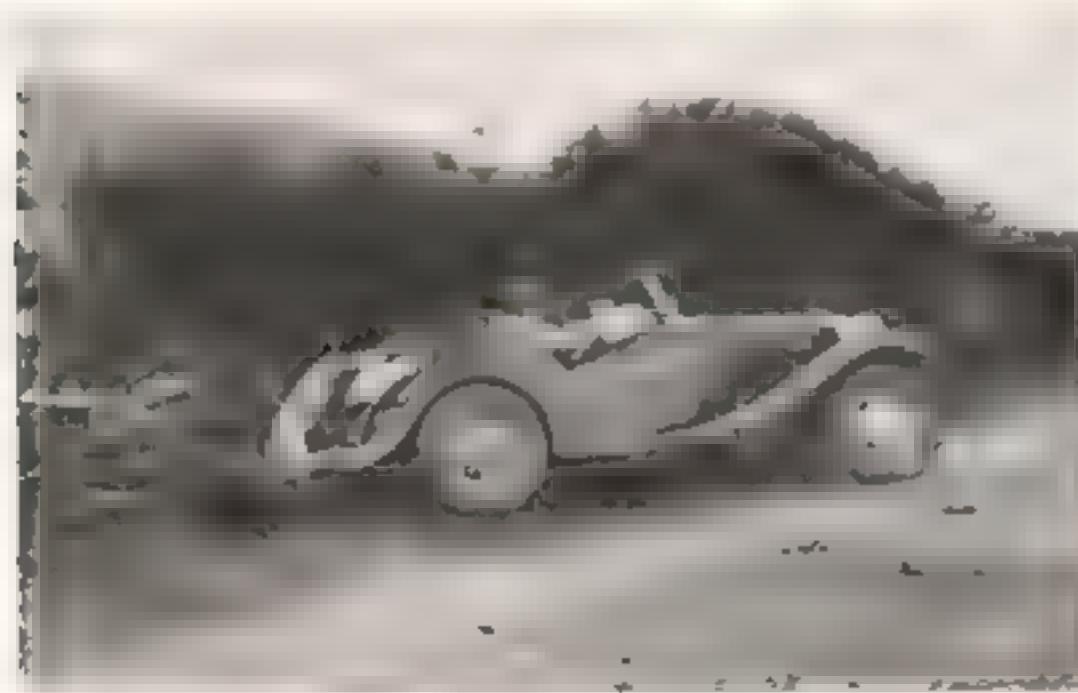
**Class 2, 1,101-1,500 c.c.:** 1. J. Smith (1,492 Bugatti S), 49.44 secs.; 2. G. A. Ruddock (1,467 Lester-M.G.), 51.46 secs.; 3. G. Tyre (1,498 BMW Spl.), 51.73 secs.

**Class 3, 1,501-2,000 c.c.:** 1. Ian Newright (1,990 Bugatti S), 49.91 secs.; 2. Dr. W. A. Taylor (1,991 Caesar Spl.), 50.90 secs.; 3. J. M. Perkins (1,996 Bugatti S), 51.22 secs.

**Class 4, 2,001-3,000 c.c.:** 1. P. J. Stubberfield (2,261 Bugatti S), 48.06 secs.; 2. C. S. Henderson (2,270 Bugatti S), 50.23 secs.; 3. P. H. G. Morgan (2,088 Morgan), 52.56 secs.

**Class 5, over 3,000 c.c.:** 1. P. Jackson (4,375 Allard), 50.96 secs.; 2. R. C. Symondson (3,257 Bugatti), 57.20 secs.; 3. D. O'M. Taylor (3,442 Jaguar), 52.51 secs.

**B.T.D.:** P. J. Stubberfield (2,261 Bugatti S), 48.06 secs.



**WELL HELD SIR!** Dick Nash successfully holds his TD MG. on the edge of a ditch as a rear tyre blows out—but . . .



**FLAT!** He comes round in a long slide before he realises what has happened. The incident occurred during the T test near Westport

# NEWS FROM THE CLUBS

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

## TUNBRIDGE WELLS RALLY

The Tunbridge Wells M.C. are holding their sixth Annual Rally on Saturday 23rd August. Consisting of a Concours d'Elegance and driving tests, there are classes for cars ranging from pre-1905 to post 1941. Concours and Tests can be entered separately, veteran cars will have special tests and saloon-cars bonus marks. The event is open to the Veteran C.C. and Vintage S.C.C., Bentley D.C., Kentish Border C.C., Brighton & Hove M.C. and the Maidstone & Mid-Kent C.C. Temporary membership of the promoting club is available. Details from the Secretary of the Meeting, J. G. Hutchings, of Maidland House, The Pantiles, Tunbridge Wells.

## M.C.C. SILVERSTONE RACING

Last year's very successful M.C.C. Silverstone meeting proved that the Club's old-established programme of one-hour high-speed trials and short scratch and handicap races continue to provide competitors with what they like and it is, therefore, proposed to repeat this on 13th September.

There will be events both for motor cycles and cars, while in addition a 24-lap Team Relay Race for teams of three cars will take place. Teams can enter the event, either in the names of any of the invited clubs, or as individual teams. The clubs invited to join with the M.C.C. at this meeting are Bentley D.C., MG C.C., B.A.R.C., C.S.M.A., Vintage S.C.C., and the Funfair M.C.

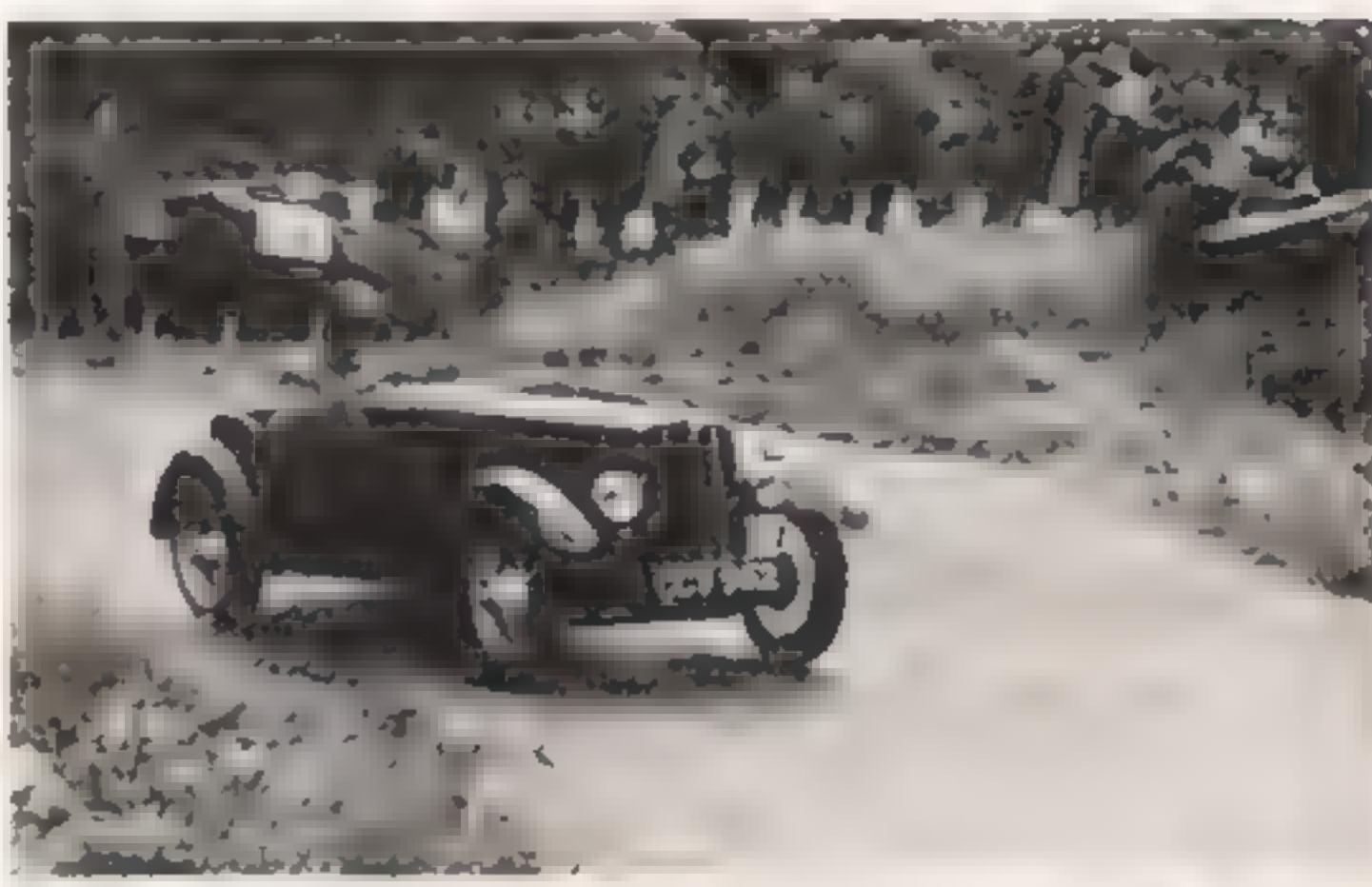
Entries close on Saturday week, 23rd August. Secretary of the meeting is J. A. Masters of the M.C.C. (New address: 76 Knightsbridge, London SW1. Telephone Sloane 9087).

## "750" SIX HOURS RELAY RACE

Entries for the 750 M.C.C.'s National Six Hours Relay race at Silverstone on 30th August close next Monday 12th August. This leaves only three days now for would-be entrants to make up their minds.

A feature of last year's race was the payment of "stopping money" to those whose cars suffered damage by mechanical failure or crash. Opinion amongst potential entrants being that this is preferred to the payment of starting money, the same system will operate this year. A proportion of the profit from the meeting, after payment of all expenses, will be set aside for distribution at the discretion of the Club to those who have heavy repair bills to face.

All details from and entries to Holland Birrell, 3 Pondtail Road, Fleet, Hants.



**UNPRETENTIOUS** W 44 Cleave's Morris Special looks a mild enough sports-car, boasting no better exhaust system, power bulges, nor even quick-release wheels yet performance at Trengwainton on Bank Holiday Monday was unimpeachable. Cleave put up B.T.D. in 26.85 secs. in two classes and was runner-up in a third.

## ASH CLEAVE'S TRENGWAINTON

The August Bank Holiday Trengwainton hill-climb was marked by the traditional rain, a record crowd and the amazing speed of W. A. Cleave's Morris Special, which achieved Best Time of the Day in 26.85 secs., won the 1,300 c.c. sports-car class, the 1,100 c.c. racing-car class, was runner-up in the open class and also gained the award for the best aggregate time by a sports-car.

Sharp on 2.30 p.m. Ken Towle made the opening run in the 1,300 c.c. sports-car class in his Ulster Riley, time 28.28 secs., despite the handicap of very small-section tyres. F. G. Hughes on his first appearance surprised many by his neat climb in 29.76 secs. in a very standard TC MG. The A.F.S. of S. Guttridge was quiet and commendably steady through the corners and took but 30.36 secs. J. M. Lewis driving Brian Finch's 1,100 c.c. H.R.G. succeeded in clipping .81 sec. from its owner's time of 30.83 secs. It was left to Ash Cleave in his Morris Special to show how Trengwainton should be climbed, a rapid getaway, very fast round the left-hand bend, both hairpins taken perfectly and away through the curve to the finish like a flash, time 26.85 secs. and one that was obviously going to take some lowering.

In the poorly supported class up to 2,000 c.c. Dr. C. Hardman, fresh to the West Country, adopted a broadening technique on the hairpins for his blown Dellow to such good effect that he won the class with a time of 24.1 secs. Driving her husband's car Mrs. Hardman showed great determination in getting her time down to 31.16 secs.

B. J. Smith's twin rear-wheeled M.G. was the only real racing-car in the 1,100 c.c. racing class, and though the time of

30.84 secs. was beaten by both W. A. Cleave in the Morris and Brian Finch's H.R.G., the noise and authentic smell of the M.G. were much appreciated by the crowd. On its heels down the M.G. stripped its diff. on the start line.

With an erstwhile record-holder, E. D. Scobey, this time driving a Silverstone Healey, great things were expected in the unlimited class. However, the combination of a slippery course and an alarming oversteer tendency resulted in a time of only 32.45 secs. K. N. Rudd in a similar car was steadier but only 3 sec. more rapid. G. M. Samworth found his XK 120 something of a handful and his time, 30.45 secs., was equalled by the irrepressible C. R. L. Nicholl whose Ford Special had just towed a caravan to Penzance from London.

Most drivers repeated their relative performances in the Championship class, though Dr. Hardman turned the tables on Ash Cleave and just pipped him for first place, while E. D. Scobey's Healey was fractionally quicker than K. N. Rudd's. Despite some bank clouting, C. R. L. Nicholl literally forced his Ford Special to the summit in 30.17 secs.

At about 6.30 p.m., with the rain still pouring down, the West Cornwall Motor Club's Founder President, Leslie Pascoe presented the awards to the sodden competitors. Though not run off as shakily as usual, it had been an enjoyable meeting and the delays had been mainly due to a defect in the timing apparatus, to more than one driver being permitted to handle the same car and, worst of all, to as many as THREE riders sharing the SAME suit of leathers in the motorcycle classes which were in the programme!

entries can be accepted forthwith. Regulations and full details are available from the Secretary of the Meeting S. H. Statham, Devonshire Close, 39 Devonshire Street, London, W.1 (Phone Langham 7101 daytime), or from the Competitions Secretary, Patrick Green, "Cornebey", The Avenue, Amersham, Bucks.

Run concurrently with the Concours d'Elegance proper is the Pride of Ownership competition. A feature of this Concours d'Elegance is that all cars are individually examined and marked by a series of independent examiners—the total of such markings then being passed to the panel of judges who make the final awards. The events commence at 2.15 p.m.

**CORKSCREW HILL-CLIMB** (Left) Redmond Gallagher's 500 cc Leprechaun I travels fast through the Esses in the Limerick L.C. & M.C.C.'s Lussovarna event. (Below) Pierce Cahill in the Magnette-engined Jona Special takes one of the hairpins on his way to making second B.T.D.



#### SUNBEAM REGISTER MEETINGS

The Sunbeam Register, which now has 360 owners of Wolverhampton-built Sunbeam cars on its books, is organizing a series of regular meetings in various parts of the country. The first will be at the Hawley Hotel, Blackwater, Surrey, on the evening of 21st August, and thereafter each third Thursday in the month.

The next competitive event will be the Sandhurst Driving Tests on 21st September. A bi-monthly printed magazine, "Sunbeam", is published, and the annual subscription is 15s. Details from Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire (phone: Fleet 831).

#### CHILTERN AMERSHAM CONCOURS

REGULATIONS and entry forms are now available for the fifth Amersham Concours d'Elegance at Amersham. This takes place on 7th September and

#### HALF-LITRE 100 MILES RACE AT SILVERSTONE

On Saturday, 23rd August, the Half-Litre Club's fourth Annual 100 Miles Race takes place at Silverstone, over the 17-mile Club circuit. Two other races, the Junior and Senior 10-lap scratch events, make up the programme, which begins at 1.30 p.m.

If entries for the 100 miles event exceed the permitted number, the race may be divided into a number of qualifying 10-lap heats.

#### SEVERN VALLEY MOTORING WEEK-END

The Severn Valley MC will have a very busy week-end at the close of August with two major events.

First, on Saturday 25th August, a Concours d'Elegance, open to all motorists residing in Shropshire and club members. General public will be admitted to view the cars by sixpenny

programme, obtainable at the gate.

On Sunday, 26th August, the closed Shropshire Rally takes place over a route of approximately 120 miles. Special driving tests will be held, and immediately on arrival at the final control cars will be examined for working of starter, lights, windscreen wiper, etc. The Rally starts at 1.15 p.m. from the Shropshire Tyre Co. Ltd, Abbey Foregate, Shrewsbury and the finish will be at the Radbrook Hall Hotel, Shrewsbury, approximately 6.15 p.m.

Details of both events are obtainable from K. J. P. Granger, of Rossall Grange Cottage, Binton, Shrewsbury. Phone, Shrewsbury 36311.

#### B.A.R.C. (S.W.) HILL-CLIMB

The South Western Centre of the B.A.R.C. are staging a hill-climb at Brunton, near Ludgershall, Wilts, on Sunday, 7th September. There will be classes for open and closed cars, and for specials. The hill has a normal metalled surface and the timed section is approximately one-third of a mile long.

There will be facilities for practising during the morning, and the timed climbs will be made in the afternoon.

In addition to all B.A.R.C. members the event is open to members of the following clubs: Brighton and Hove M.C., Bristol M.C. and L.C.C., Bentley Drivers, Gosport A.C., 750, Southsea M.C., Hants and Berks M.C., and West Hants and Dorset C.C.

Regulations and entry forms are now available and are obtainable from R. E. Orman, 51 Bassett Green Road, Southampton.

#### ASTON MARTIN O.C. OUT FOR VENGEANCE

CONSIDERABLY stung by the 750 Club carrying away their David Brown Relay Trophy together with second and third places at Silverstone at their recent St. John Horstall Meeting, the Aston Martin Owners' Club are making a concentrated effort to win the 750 Car Club's Six Hour National Relay Race at Silverstone on 30th August.

Three teams have been formed, consisting of six DB2s, six 2-litre, and six 1½-litre cars.

"Babe" Leatoyd will manage the DB2s, which will be driven by Peter Clark (Captain), Eric Thompson, W. J. Sykes and three others. Dudley ... as last year, will be in charge of a formidable set of 2-litre models to be driven by Peter Stewart (Captain), Bob Collinson, John Hopps, Berwyn Baxter, Chris Angell and one other. The 1½-litres, with Peter Doyle as Team Manager, comprise the Ulsters of Ivor Robertson (Captain), Bowman Stewart and Leslie Marr, and three four-seater models including Bob Fowlers.

#### NEW A.M.O.C. COMPETITIONS SECRETARY

EARL STAPLETON is taking over the duties of Competitions Secretary of the Aston Martin O.C. as from 1st August. His address is Grove House, Straight Road, Windsor, Berks. Former secretary George G. Taylor is now chairman.



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1937 Alvis Speed 25 d/h four-seater	£445
1938 Alvis Speed 20 tourer	£345
1938 B.S.A. 10 h.p. Seven 2-seater	£225
1937 Crossley Light 12 saloon	£345
1937 Ford V8 10 h.p. d/h four-seater	£225
1937 Hillman 16 h.p. tourer, very sound	£195
1938 Jaguar 3½-litre d/h four-seater	£395
1933 Lagonda 16/80 VDP tourer	£295
1938/40 Lagonda V12 sports saloon, rebuilt	£725
1934 Lagonda 4½-litre VDP tourer (3) £295-345	£295
1937 Mercedes 540K d/h coupé	£275
1931 M.G. M-type 8 h.p. 2-seater (2) £95 and £95	£95
1935 M.G. PA 4-dr. tourer, repainted red	£275
1935 M.G. PA (3) £275, £285 and £295	£275
1936 M.G. PB 4-dr.	£295
1938 M.G. TA, mechanically sound	£325
1938 M.G. 2-litre d/h four-seater (3) £275-375	£275
1938 M.G. TA 10 h.p. 2-seater	£345
1947 M.G. TC, black	£495
1947 M.G. TC recon. engine, new based	£535
1949 M.G. TC superb, fitted radio	£595
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1937 Morgan 4/4 2-seater	£285
1939 Morgan 4/4 2-h.p.	£325
1937 Renault 12 h.p. d/h coupé	£195
1938 Riley 16 "Blue Streak" saloon	£465
1934 Singer 1½-litre Le Mans 2-seater	£245
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1939 SS 100 3½-litre Competition 2-seater, red	£495

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(continued overleaf)

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**URGENTLY REQUIRED**, clean copy AUTOSPORT, Vol. I, No. 2, 22nd September, 1950, for binding.—Box 742.

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## AUTOSPORT, AUGUST 15, 1952

## News from the Clubs—continued

## CRANFIELD DRIVING TESTS

**AT** the Newry M.C.'s driving tests at Cranfield Aerodrome on 6th August, the main feature of the event was a duel between Paddy Newell, in Wilbert Todd's A.40 Special, and Robin McKinney (Dellow). To add to the fun, they also drove each other's car in the tests, as did several entrants, and Newell finally won the Open Car Class from McKinney by 0.2 marks. In the first three tests the Todd Special was fastest, with the Dellow close behind, and in the fourth Newell actually set precisely the same time with the Todd and the Dellow, but was defeated by Bill McDonagh (Richford). In the last test, the ever-popular "channels", McKinney succeeded in achieving the faster time.

There was more of a free-for-all in the saloon class, Esdale Dowling topping the others at the first test with his brother's Ford van. In the second (driving his own Hillman Minx) he was runner-up to Bill Scott (A.40 Sports), and he also took the third, a very tricky wiggle-waggle. Then he dropped down the scale with a heavy penalty in the next test, although he was fastest in the Ford, and brother Jim Dowling came to the fore with the best time in the final test.

F. W. McC.

## RESULTS

**Open Car Class:** 1. P. J. Newell (Todd Spl.), 109.2 marks lost; 2. R. C. McKinney (Dellow), 109.4.

**Closed Car Class:** 1. J. L. Dowling (Ford van), 149.0; 2. J. Peile (Hillman Minx), 154.8.

## OCTOBER CASTLE COMBE

**REGULATIONS** have been issued by the Bristol M.C. and L.C.C. for their National Car Race Meeting at Castle Combe, Wiltshire, on 4th October. The programme will comprise a series of sports- and racing-car events, and entries, open to holders of a current international competition licence, must reach E. Storey, the Secretary of the Meeting, at 21 St. Oswald's Road, Bristol, 6, by 15th September at the latest.

## LANCASHIRE LAKELAND RALLY

**The** Lancs and Cheshire C.C.'s Lakeland Rally takes place on Saturday and Sunday, 27th/28th September. Starting points will be Manchester, Leeds, Birmingham and Llandudno, all routes converging at the Cheshire Cat, Nantwich, Cheshire, then leading via the Welsh Lakes to Llandudno. Accommodation there may be reserved at the Grand Hotel.

## PLYMOUTH RALLY

**The** 13th Annual Allen Trophy Rally for standard production cars will be held on 31st August, starting at 2 p.m. from the Crapstone end of the main runway of Harrowbeer Aerodrome. Regulations and entry forms are obtainable from Leon B. Friedman, 91 Efford Road, Plymouth.

# AUTOSPORT

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